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Start of Class A from Sarah's Ledge, New London, for Bermuda, with the yachts crowding in at windward end of line.

Rugosa II Wins the Bermuda Race

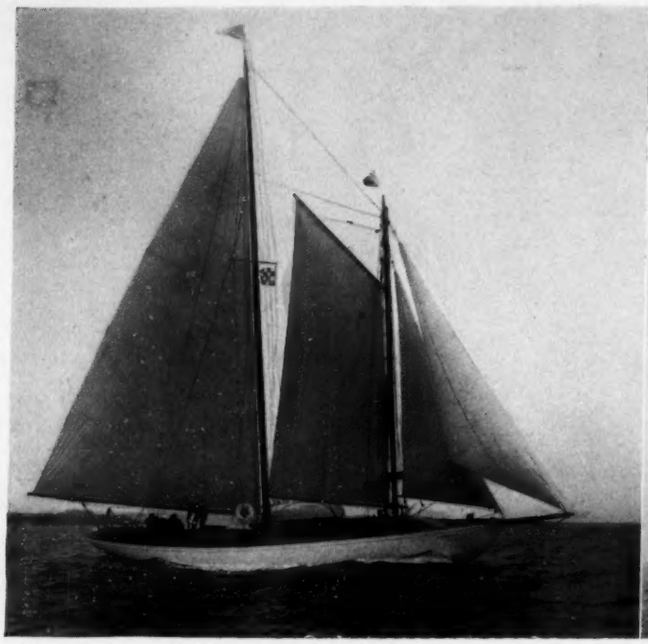
Twenty-four Boats, the Largest Fleet on Record, Sail Fine Race to the Islands

By HERBERT L. STONE

BENEATH a gray, low hanging sky and in a misty rain that blurred the Great and Little Gulls across the Race, and settled over Fisher's Island close at hand, the largest fleet that ever sailed to the little patch of islands lying 660 miles out in the Atlantic, got under way from New London on June 23rd. For a whole week before the start the wind had hung persistently in the east, bringing fog and rain. The 24 yachts swinging to their anchors at the mouth of the Thames were inspected and given their final instructions by the committee during intermittent downpours. It was still blowing from the E.S.E. as the yachts came to the starting line, once more making it a beat to Montauk, and the old hands on the fleet who had sailed in previous Bermuda races were heard to mutter, "Typical New London weather. Will we ever get fair winds and clear weather for a start?"

However, it would have taken something more than the weather to dampen the ardor of the Corinthians on that fleet. Mainsails were set and topsails sent aloft shortly after noon, and an hour before the start the yachts were under way and jogging back and forth around the starting line, stretching sails, rigging life-lines and getting everything shaken down in anticipation of a wet night ahead. At 2:40 the gun for Class B, from 35 to 52 feet in length, boomed, and eight of the little fellows crossed in as close a start as one would see on an afternoon race on Long

Start of Class B, Bermuda Race, led by *Duckling, Seal* and *Black Goose.*



R. W. Ferris sailed a fine race in *Malay* and won handsomely in Class B.

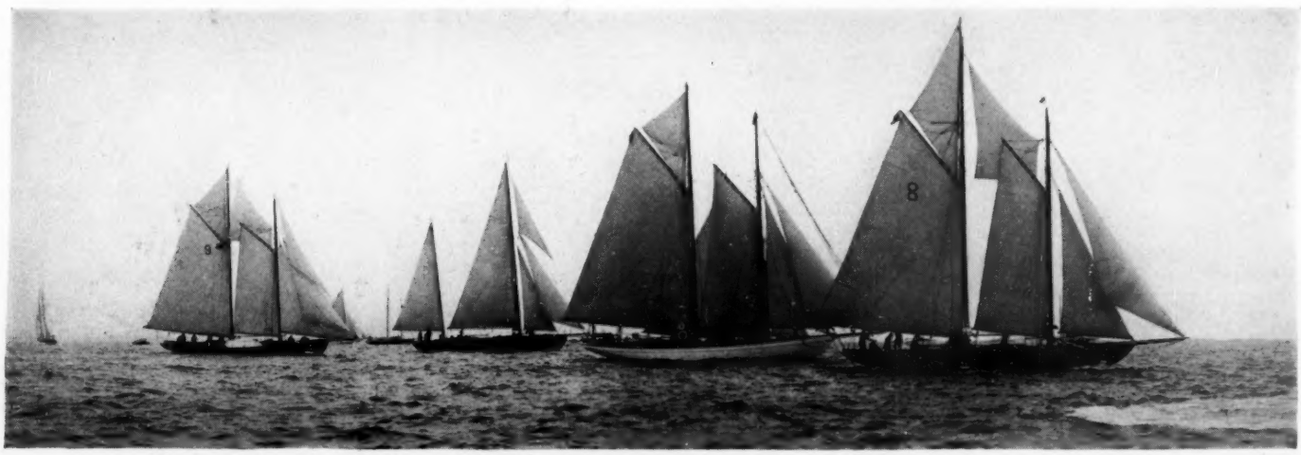
Rugosa II, Russell Grinnell owner, won in Class A and was first to finish.

Island Sound. Five minutes later Class A crossed on the crack of the gun, with a jam at the weather end of the line — as if the race depended on who was first over at the start. One could have cracked an egg between several of the yachts as the skippers shot their boats into any hole they could find in the mess on the line and their crews yelled loudly for room. Then, at 2:50, the last of the fleet, the three little boats under 35 feet, whose start had been delayed a day because their owners elected to wait for the ketch *Svaap*, which was struggling against head winds to get down the Sound, crossed, with interest centered in Harry Pidgeon's world-girdling *Islander*, fitted out with a brand-new suit of canvas and having on board, besides her owner, Marty Kattenhorn and George Bonnell, past and present commodore of the Cruising Club of America, under whose auspices, and those of the Royal Bermuda Yacht Club, the race was run.

Not only was this year's fleet the largest that has ever sailed in an ocean race of this length, but it was of exceedingly high calibre, and well balanced. In the large class were ten schooners, four of them being new boats, a ketch and a yawl, *Flying Cloud III* being scratch with the highest rating. Any one of a half dozen of them seemed to have a fighting chance to "come through," with the odds in favor of *Rugosa II*, Russell Grinnell's Herreshoff yawl, if the weather was light, and Bob Bavier's *Dragoon*, or John Alden's new *Malabar IX*, if the breezes were strong, with *Teal* and *Malabar VIII*, both with good allowances, having a "look in" in any kind of going, and some of the others an unknown quantity.

Class B was made up of five schooners, two sloops and a ketch, one person's guess being as good as that of the next one as to who would finish out ahead, with Charlie Atwater's little *Duckling*, with some 22 hours' time allowance, throwing a scare into all hands in both classes. Only three of the four entries in the class under 35 feet showed up at the line, *Islander*, *Miladi* and *Svaap*. *Explorer*, a new yawl and a duplicate of *Islander*, could not be gotten ready in time to get to New London for the start. Then there was the large schooner *Alamyth*, 82 feet long, racing in a special class against *Flying Cloud III*, the largest yacht in Class A.

At the time of the start the tide was ebbing at Sarah's Ledge, but it was still running flood (ahead) as the



Class A spread out shortly after the start. Right to left: *Malabar VIII, Chimon, Dragoon, Malabar IX.*

R. Graham Biglow's little *Teal* (left) was up with the leaders most of the time and annexed second prize in Class A.

All the way from the Chicago Yacht Club came Lynn Williams' schooner *Elizabeth* (right) and after sailing a fine race finished second in Class B.

yachts, with sheets hard down, reached the Race. So some of the skippers tacked to the eastward and worked the eddies along the Fisher's Island shore, among them *Rugosa*, *Dragoon*, *Malabar VIII* and *Merry Widow*, while the others stood across to Little Gull, hoping to make it without tacking. Those that stood to the eastward fared well, for when they tacked the tide, now running strong ebb, lifted them out to Montauk in great style. Up to this point the little *Duckling* was doing nobly in the moderate breeze and was well up with the leaders.

Night was coming on as the fleet reached Montauk Point, sticking out into the drab Atlantic. *Dragoon* was the first to pass the grim sentinel and take her departure for the Onion Patch, followed closely by *Rugosa* and *Yankee Girl II*, the last named stepping out in lively fashion as the wind breezed up for the night. Right behind her came *Malabar IX* and *Malabar VIII*, with the little *Duckling* hanging on gamely.

Logs were streamed as Montauk was abeam and, once outside with the wind piping up and the mist shutting out the land, the fleet began legging it, holding up as high as the wind would allow, with slightly started sheets. South was about as high as could be held in the prevailing wind, which meant that the fleet was being set well to the westward of the true course to Bermuda. But with the Gulf Stream to cross this did not bother skippers or navigators.

That first night's sail was a grand one, with a rough sea from the week of easterly weather, and the skippers hanging on to their kites as they drove southward with lee rails running water and, now and then, a sea washing into the cockpits of the little fellows. For the three night watches most of the yachts logged from eight to nine knots, the wind holding steady and true. As daylight came most of the fleet had competitors in sight and all hands began sizing up the situation. Soon after sun-up the wind began to haul to the south, and between six and nine o'clock most of the fleet had tacked to starboard and could lay up on the course to Bermuda, with everything drawing. The schooners with jib-headed mainsails were the first to tack, as they were a trifle closer winded. *Yankee Girl*, *Teal*, *Rugosa*, and some of the others were about early and got a fine lift, then and there.

Settling down into the southwest the wind blew fresh and steady for the next three days and the fleet legged it across the Stream in great shape. On *Malabar VIII* we logged 190 miles the second day, noon to noon, and the following 24 hours the noon observation showed 178 more. Some of the boats did even better, *Yankee Girl* making 192 for her best day's run.

The Gulf Stream was crossed in fast time and under ideal conditions, and although the sea was confused and full of holes, there were but few squalls, and a moon for half the night made it pleasant on deck. At this stage of the race it looked as if the record for the race would go by the board — if only the sou'wester held. But this is just what it did not do, and as the glass started to rise on Wednesday the fleet hit a calm belt that not only spoiled the chances of a record run, but which sent the hopes of many a skipper and crew a-glimmering—with Bermuda only 90 miles away. It was a heartbreaking calm, and like so many calms, treated different boats differently.

The leaders at this stage apparently fared better than those behind them, for they carried the sou'wester longer and got the new breeze, when it came about four that

Class B beating out through the Race. *Seal* leading, followed by the ketch *Song o' the Wind*, *Merry Widow*, *Malabar IV* and *Malay*.

The winning crews. Top, left, Russell Grinnell (holding on to backstay) and crew of *Rugosa;* top, right, R. W. Ferris and crew of *Malay;* bottom, left, R. Graham Biglow (at wheel) and *Teal's* crew, and, right, L. A. Williams (steering) and crew of *Elizabeth.*

afternoon, first, and were fanning along towards the finish while those ten miles or so astern were still wallowing in the doldrums. Also, the persistent use of light sails in the calm helped somewhat in collecting such stray zephyrs as there were; but it was heartbreaking for those on some of the boats to lie slatting on a glassy sea without a breath, and see others on the horizon catch a streak of air and gradually work out of sight ahead.

The new schooner *Yankee Girl,* owned by Dr. G. W. Warren, sailed a fine race and was the second yacht to finish. She was designed by W. H. Hand, Jr.

When the breeze did come, it spilled all the preconceived dope and hit in from the eastward. This favored the yachts that were to the east of the straight line to Bermuda, as they could lay their course nicely with a rap full while those farther west could not hold up on the course to Northeast Breakers buoy, or else had to pinch to make it. Those well to the westward were sure out of luck, as they had to beat up for the Islands, which accounts for several of the fleet making Gibbs Hill to the eastward, and sailing around the south side to the finish line. The experience served as an object lesson that the the wind is not always from the S.W. around Bermuda in June.

Yankee Girl II was away with the first of the new breeze and she tore down for the line with a rap full, after *Rugosa* had worked out a lead on her in the light going. Up to that time she had done remarkably well and her crew had hopes of being the first boat to arrive. As it was, *Rugosa II,* picking up the Islands early in the evening could not be caught. Sailing a fine race, she slipped across the finish line at 10:38:43 P.M., burned her flare and distinguishing signal and got the winning whistle — first of the 1928 fleet to arrive. At this time *Yankee Girl* was in sight, coming down fast, and she crossed second, one hour and 45 minutes astern of the lighter boat. Dr. Warren has a fine schooner and had sailed a fine race. She had been under sail only twice before the start, and was a new and untried boat. With a little more wind in the final stages of the race she might have placed.

Dragoon and *Malabar IX* could not lay the Breakers buoy and had to beat up for it, but finished third and fourth, respectively, some three hours after *Yankee Girl.* After daylight *Chimon,* sailed by Walter Sullivan, crossed the line, with the little *Teal,* sailed by her owner, Graham Biglow, right on her heels. The latter had sailed a great race and was well within her time for second prize in Class A.

Teal carrying her kites at the finish line.

Tradition awaiting a pilot after finishing.

Chimon as she crossed the finish line

In Class B, R. W. Ferris made a wonderful showing with the little *Malay*. Driving her for all she was worth in the breeze of the first three days, the small 45-footer was well up with many of the larger class and, being to the eastward, she was favored when the breeze struck in. She sailed the rest of her class out of sight and when she crossed the finish line, at 11:22 A.M. of the 29th, it seemed as if she might even have saved her time on *Rugosa*. She did not quite do this, however, but took second place, all classed together, only one hour and 28 minutes behind *Rugosa*. It was a fine exhibition of hard sailing and good judgment.

Now as to the others of the big fleet who were behind the leaders, and who had the heartbreaking experience of getting the worst of the breaks that must always be reckoned with in a long ocean race. What of them? There were alibis aplenty when the remainder of the fleet was anchored in Hamilton Harbor. And these alibis grew with the telling, as is to be expected and as it should be.

Undoubtedly, those not up with the first flight caught the worst of the breaks, and the elapsed time is no indication of the relative performances of the leaders and some of the others. *Dragoon* and *Malabar IX* got a taste of this. The others fared worse. The calm belt was streaky, and some yachts were becalmed for 12 or even more hours, while others managed to work through the belt in six hours. But this is all part of the game. On *Malabar VIII*, we "flopped" at 4:30 A.M. and it was 4 P.M. before we picked up any semblance of a zephyr. *Flying Cloud* was in sight at the time and was treated to the same dose. Those behind reported an even larger windless period. And when I say calm, it was calm. Not a ruffle on the glassy surface of the sea, and only a nor'west swell to fan us along by the slat of the sails. Four miles in eleven and one half hours was the best we could do, and an unexpected westerly set of 14 miles put us to leeward of the line, so that the best we could lay when the wind came was North Rock light, five miles to the west of Breakers buoy. Others reported the same set, which disproves another theory that the current *always* sets easterly near Bermuda. To cap the climax, several yachts were becalmed again, including *Malabar VIII* and *Flying Cloud*, within sight of the finish line, for seven and one-half hours. It was heartbreaking, but it had no effect on the result, as the race was already won.

These conditions were more or less general with the boats of Class B. The *Elizabeth*, which came all the way from Chicago to sail the race with a freshwater crew, fared badly in this respect. Caught to the westward, she had a long slow beat around the south side in a steep hard sea. Yet she fought gamely and finished second to *Malay* in her class and took second prize, which was quite fitting and proved popular. She had left Chicago on April 24th and had sailed 1,800 miles before ever starting in the race. All honor to Captain Williams and his crew! *Merry Widow* was next. She, too, was forced south of the Islands by the unlooked for southeaster. She managed to beat *Black Goose*, Everett Morss's Boston schooner, and winner in her class in 1926, by only three minutes, nine seconds. *Duckling* and *Song o' the Wind* were nearly a day behind.

In the Special Class, *Alamyth*, although the largest yacht in the fleet, apparently did not like being jammed hard on the wind for most of the way. She was over 36 hours behind the leaders, and *Flying Cloud III* had no trouble in beating her on both elapsed and corrected time.

The small class of boats under 35 feet in length made slow going of it. *Islander* stepped out at the start and soon had a lead which she held all the way, and she finished over 24 hours ahead of the next boat, *Miladi*. She was over seven and one-half days in making the passage, which was not bad considering the amount of head and light winds. *Svaap* was nearly 12 days on the trip.

Photo by Hamilton

The fleet at anchor in Hamilton Harbor after the finish.

How the Leaders Sailed the Bermuda Race

By SAMUEL WETHERILL

SHORTLY after the start of the race which, as the photographs will show, was rather a jammed-up affair, the fleet split tacks, the majority taking a hitch to starboard to get the benefit of the first of the ebb tide, which the tide books said was best in the vicinity of Race Rock. Quite a few boats, however, elected to go through the Race on the port tack, and most of them weathered Little Gull without tacking. We, on *Malabar IX*, were among the "port tack" fleet, and, along with *Black Goose*, *Tradition* and *Alamyth*, found a fine current setting us to windward.

On *Malabar IX*. After the sou'wester struck in, the fleet made fast time to within 80 miles of Bermuda.

As the fleet converged near Montauk, we were just behind *Yankee Girl*, having dropped *Malabar VIII*, *Black Goose*, etc. All went on the port tack on reaching Montauk, with *Rugosa* and *Dragoon* in the lead, *Yankee Girl* and *Malabar IX* next, *Malabar VIII*, *Teal*, *Chimon* and others not far behind. The southeasterly wind, of moderate strength, made it possible to lay only within about two points of the course, the strategy being to hold the port tack until the wind, gradually working to the south and southwest, headed us off until the starboard tack would be nearest to the course to Bermuda.

All night Saturday we plugged into it, the wind gradually hauling, as anticipated. At 6 A.M. Sunday we went onto the starboard tack, and a short time later *Dragoon* crossed our bows some three miles ahead and tacked on our weather. We learned later that *Rugosa* had tacked an hour or so earlier, as probably did some of the others. Having watched the fleet in action from the start to Montauk, a distance of some twenty miles, it looked as though the race lay between *Dragoon*, *Rugosa*, *Malabar IX*, *Yankee Girl*, *Teal* and *Malabar VIII*. And so it proved.

The wind freshened and faired all day Sunday, until we could lay our course with sheets well aboard. *Dragoon* kept easing away, pointing a bit higher, and at dusk I remarked to my watchmates: "Take your last look at *Dragoon* — you won't see her again until we get into Hamilton Harbor."

Alas for the prophet! At midnight Sunday a beautiful squall began forming in the west, and all hands got busy dousing main-topsail, jib-topsail and fisherman stay-sail. The squall hit half an hour later, a 40-miler, with torrents of rain. Slackening sheets a bit, we drove her through it, the good ship simply reveling in the brisk going. It lasted some 15 minutes, and after it we hoisted full sail once more.

Trying to get a bit of sleep below, I was aroused around 3 A.M. by a small commotion on deck. "There's a boat right to windward of us!" somebody shouted. "It's *Dragoon!*" came an answering shout. "We're passing her fast!" was the next gleeful exclamation. I was completely disgusted at such bunk. Pass *Dragoon?* What rot! Why not let a fellow sleep in peace?

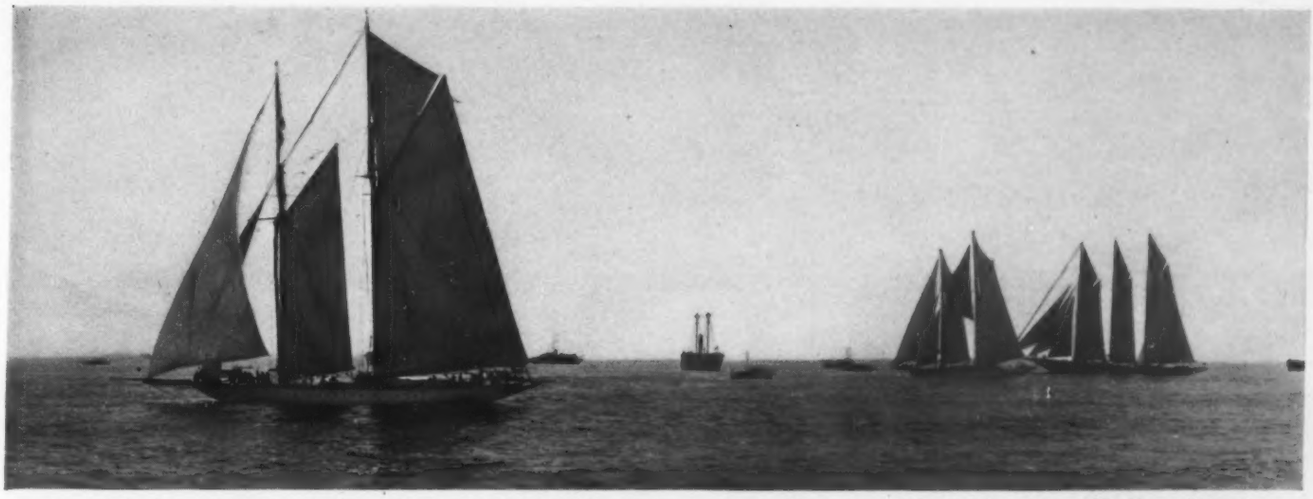
Going on watch an hour later, I was assured that we had passed *Dragoon* an hour before. Assuring John Alden

(*Continued on page 104*)

CLASSES A AND B FOR BERMUDA TROPHY

Start June 23rd, 1928

Yacht	*Class*	*Owner*	*Rig*	*Rating*	*Elap. Time*	*Corr. Time*	*Prize*	*Class*
Rugosa II	A	Russell Grinnell	Yawl	48.2	103:13:43	96:19:43	1st	A
Malay	B	R. W. Ferris	Schooner	33.1	116:02:07	97:48:37	1st	B
Teal	A	R. G. Biglow	"	41.8	111:04:17	97:52:17	2nd	A
Malabar IX	A	J. G. Alden	"	46.2	108:33:09	98:45:39		
Yankee Girl II	A	Dr. G. W. Warren	"	52.5	104:58:47	100:09:17		
Dragoon	A	R. N. Bavier	Ketch	53.3	108:00:37	103:47:07		
Tradition	A	J. R. Miller	Schooner	48.7	116:5:27	109:00:57		
Chimon	A	Dr. F. G. Goodridge	"	55.5	110:53:42	109:28:12		
Malabar VIII	A	W. F. Downs	"	41.7	124:57:22	111:40:52		
Tigress	A	G. B. Drake	"	42.7	129:06:31	116:40:31		
Elizabeth	B	L. A. Williams	"	39.7	133:02:12	118:10:02	2nd	B
Merry Widow	B	Wm. McMillan	"	41.2	133:48:47	119:56:17		
Black Goose	B	Everett Morss, Jr.	"	40.1	134:30:56	119:59:26		
Flying Cloud III	A	L. Grinnell, Jr.	"	57.4	124:23:59	123:15:59		
Duckling	B	C. W. Atwater	Sloop	27.4	159:10:01	136:40:01		
Malabar IV	B	C. D. Dillon	Schooner	37.0	163:30:20	146:31:40		
Song o' the Wind	B	Reyburn Watres	Ketch	36.5	169:10:00	151:54:30		
Blue Goose	A	Paul Buckler	Schooner	52.7	165:18:54	160:43:44		
West Wind	A	G. McM. Godley	"	40.6	191:40:01	177:42:01		
Seal	B	C. K. &. R. P. Post	Sloop	29.4	Did not finish	Returned to port		
SPECIAL CLASS								
Flying Cloud III		L. Grinnell, Jr.	Schooner	57.4	124:23:59	111:07:29	1st	Sp.
Alamyth		W. P. Laytham	"	75.1	138:07:30	138:07:30		
CLASS UNDER 35 FEET								
Islander		Harry Pidgeon	Yawl		183:52:00		1st	
Miladi		C. L. Moody	Cutter		209:50:00			
Svaap		W. A. Robinson	Ketch		Time not taken	Finished July 5th		



Start of the large class from Ambrose Light Vessel in the Transatlantic race to Santander. Left to right, *Elena, Zodiac, Atlantic.*

Start of the Transatlantic Race

Nine Yachts, in Two Classes, Get Away in the Race to Santander for Cups Offered by the King and Queen of Spain

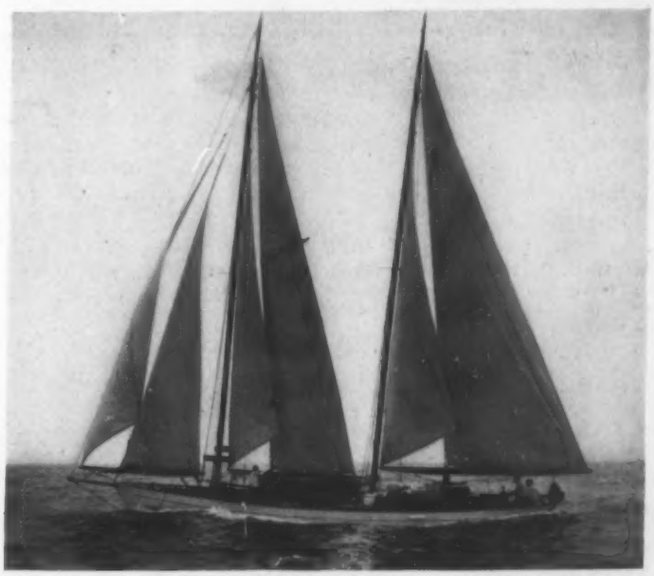
By William H. Taylor

GOING away as they did in two divisions, a week apart, the contrast between the two sets of schooners racing to Spain was perhaps less marked than it would have been had they all gone away together, but somehow, when all had gone, the thoughts of most sailing men were with the four crews of amateurs, tossed and frequently soaked, aboard the 50- and 60-foot boats, rather than with the owners and guests living aft in the big boats in comparative comfort and leaving the heavy hauling to the dubious abilities of their professional crews.

The little boats went away off Ambrose Channel lightship in a nine-knot sou'easter, with a threat of fog in it that did not materialize, and an easy sea rolling in. Three of them, Paul Hammond's *Nina*, William J. Curtis's *Pinta* (ex-*Nicanor*) and Dudley Wolfe's *Mohawk*, went away within 30 seconds, which is quite a fancy start for a 3,055-mile race, while the fourth boat, the little *Isabella* (ex-*Rofa*), owned by William Roos, came out an hour or so late and started under one of the queerest looking rigs that ever went to sea. At a distance, she looked like a Chesapeake Bay bugeye with a double head rig, but a closer view showed it was not as simple as that.

From the trucks of her two raking masts wire stays went straight down to the deck, and at the foot of each a boom was pivoted, the forward end close to the mast. Each boom carried two sails, the after one using the perpendicular wire stay as a luff rope and the forward one tacking to the forward end of the boom and lapping well past the after sail. In other words it was a double rig of the type used by Dr. Manfred Curry in his little experimental sail-area class boat of which he has written in YACHTING. The head rig was very similar, a boom being pivoted at the foot of the forestay and carrying forestaysail and overlapping jib. Working from the end of the main boom forward, you might call them the mainsail, main jib, foresail, fore jib, forestaysail and jib. Or you might number them. It would be easier.

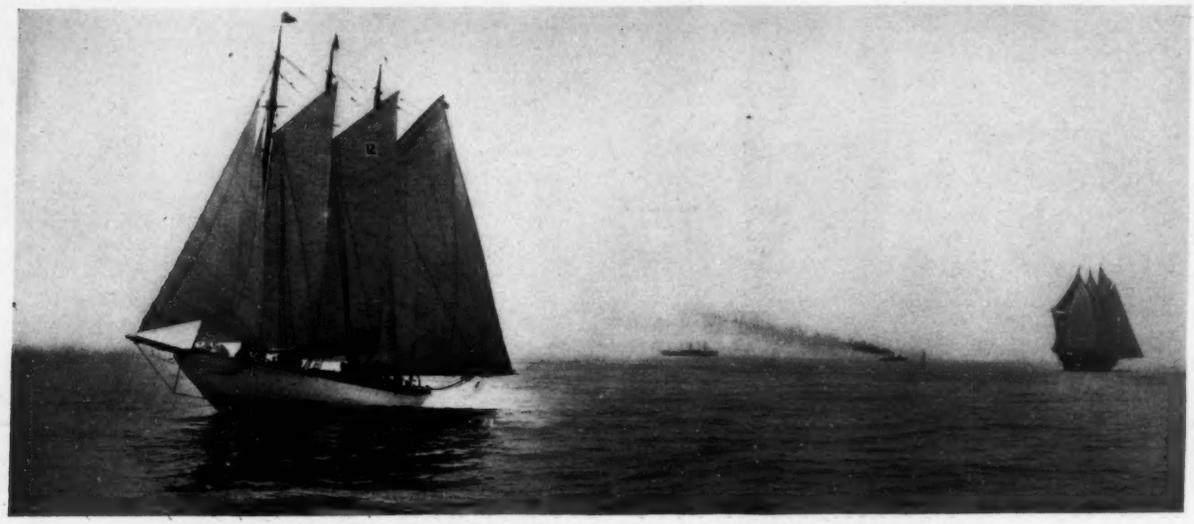
The theoretical advantages are those outlined by Dr. Curry — the increased flow of air between the sails and the balancing of the rig off the wind when the forward part of the boom is braced up to windward. To shorten sail in a blow, the idea was simply to drop the larger sails — say the main and foresails and the jib, and jog along under the narrow triangles of canvas left standing. Such was the theory, and when *Isabella* finally came out of the lower bay, tagged the navy tug *Iuka* which carried the race committee of the New York Yacht Club, and went off after her rivals, which were already hull down over the eastern horizon, she was bowling along handsomely.



Isabella (ex-*Rofa*), the smallest boat in the race, started with a freak rig that had never been tried out before. She was dismasted when 800 miles east of Sandy Hook, and abandoned at sea.

"But," commented a skeptic, as he watched her go, "I'd rather try that rig out a while close to shore before I went to sea with it. It might go away and leave her."

A week after she left came a report that her crew was



Azara **(at left) with her bald-headed rig, and** ***Guinivere,*** **sagging along after the start.**

taken off by a passing ship and she was abandoned in latitude 41 : 05 north, longitude 57 : 32 west, just west of the tail of the Grand Bank, both her masts having been carried away. So much for experiments.

A fifth boat was scheduled to start with this class, *Santa Maria*, an old schooner formerly called *Norka*, *Shawmut* and *Tammany* at various times, but for one reason or another she did not get away. She was to have been sailed by a Spanish crew, headed by the Duke of Santo Mauro and Enrique Careaga.

As to handicaps, *Mohawk* was scratch boat and gave *Pinta* 18 hours, 29 minutes, 28 seconds, *Nina* 28 hours, 50 minutes, 39 seconds, and *Rofa* 57 hours, 47 minutes, 56 seconds. On this basis *Nina* had the advantage, for she was designed to take advantage of the rule and was actually a larger boat than *Pinta* and very nearly as large as *Mohawk*.

The list of amateurs aboard the various boats in this class follows:

Pinta — William J. Curtis, Jr., J. Linton Rigg, Alfred Loomis, John Reynolds, Robert Garland, John Heffron, Richard Hoffman, and Ellsworth Ford.

Rofa — Mr. and Mrs. William Roos, Charles Townsend, Edwin R. Hotchkiss, and W. F. Traflor.

Mohawk — Dudley Wolfe, Everard Endt, Jack Parkinson, Jr., Nicholas Biddle, Lawrence Poole, and George Woodward.

Nina — Paul Hammond, Elihu Root, Jr., Lawrence M. Lombard, Robert A. Jordan, Gardner Emmons, Lowry Furst, Charles McK. Naughton, Robert M. Wood, and John C. West.

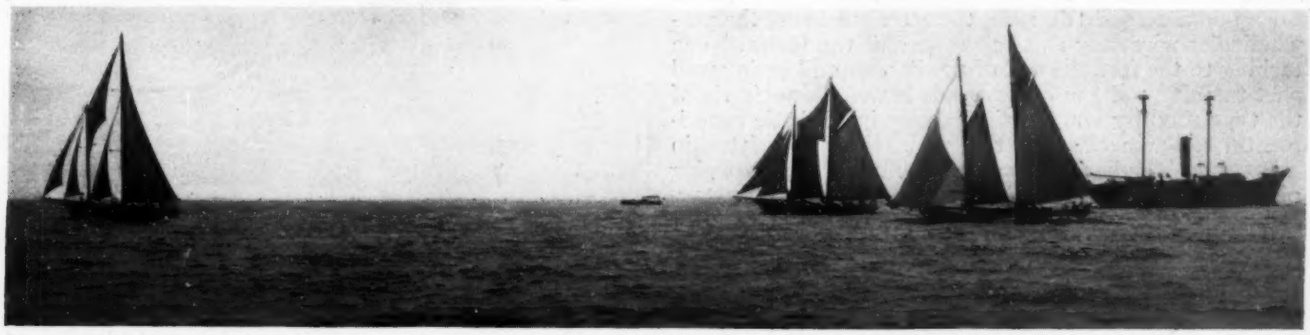
A week later the five big yachts went away. They just about went, and that was all. The committee had to postpone the noon start for two hours and a half while the racers drifted with the tide in the direction of Sandy Hook, without steerageway, but at last a whisper of a sou'wester came in and they were sent off, *Elena* leading across the line, followed by *Atlantic* and *Zodiac*, close together, then the undercanvassed old centerboarder, *Azara*, and finally the great *Guinivere*, with everything set but the skipper's undershirt, and very little speed in spite of it all.

Elena drew away from the rest of them like the traditional bat leaving Hades for the first hour or two of light going, but later the breeze stiffened just a little and *Atlantic* picked her up. Twenty-four hours later they were reported sailing beam to beam in the quartering breeze.

What with crew troubles, it was a wonder the big fellows got away at all. *Zodiac's* Gloucestermen were as enthusiastic about the race as her owners, Robert and Seward Johnson, and no trouble with the crew was reported by Edgar Palmer's *Guinivere*, but the others had plenty. *Atlantic* lost a whole crew a few days before the race, the crowd having gone over the side when Gerard B. Lambert, her owner, refused to double their pay and put up a big winning bonus. She shipped another crew, and when these began to look longingly at the shores of Brooklyn Charles Francis Adams and Captain Abraham Aasen got under way and took *Atlantic* out to sea, where she lay off Sandy Hook until the start.

Azara's Lunenburg fishermen, shipped at Halifax, took a look at her shallow underbody when she was hauled out at Staten Island and decided she wasn't a seaworthy craft.

(*Continued on page 110*)



The start of the small class on June 30th. Paul Hammond's ***Nina*** **(at left), W. J. Curtis'** ***Pinta*** **and Dudley Wolfe's** ***Mohawk*** **get away on their long traverse.**

Corker I, a 13-foot Sea Sled driven by C. P. Stevens, won the 260-mile outboard race from Boston to New York. The boat was driven by an Evinrude motor.

Corker Wins Boston-New York Marathon

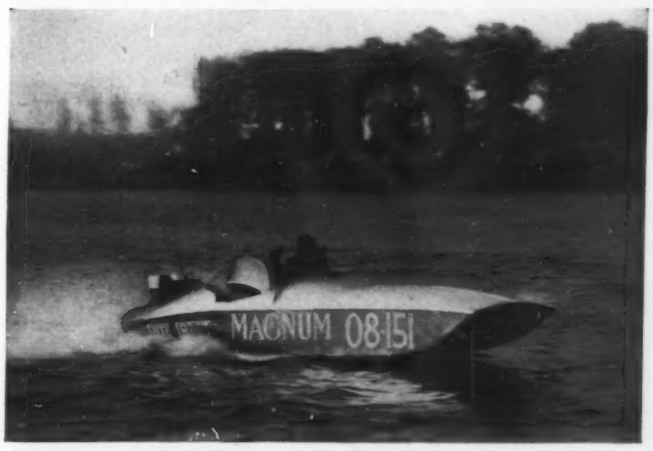
Nine Boats Finish Long Grind

NINE survivors of a fleet of 34 starters are recorded in the Boston-New York Outboard Marathon held June 16th–17th. The run of 250½ miles, from City Point in Boston Harbor to Flushing Bay, proved a searching test of the endurance of boats, motors and men — and this in spite of the fact that conditions, barring those encountered in one or two limited areas, were favorable.

In an exciting finish which brought three boats to the line in less than 16 minutes, Charles P. Stevens, in his Sea Sled *Corker*, powered with an Evinrude Speeditwin motor, was the victor. Behind him came A. T. Buffington, in *Magnum Cute-Craft*, followed by J. L. Chapman, also in a Sea Sled.

From the position of leader as he turned into the East River, with the finish only five miles away, Buffington, stopping to refuel, dropped into third place, Stevens and then Chapman, passing him. In the dramatic hunt for Flushing Bay and for the finish line which ensued it looked as if the odds would be with Chapman, but Stevens and Buffington maneuvered their way to the finish, leaving Chapman with third honors to his credit.

C. P. Stevens, the winner, starting in on the long grind.



Magnum, A. T. Buffington's new Cute-Craft, took second place.

Rigid rules regarding equipment were enforced by the committee, headed by Frank Wigglesworth; every boat was carefully examined and the motor stamped the day before the start. Practically all the boats carried auxiliary

(*Continued on page 98*)

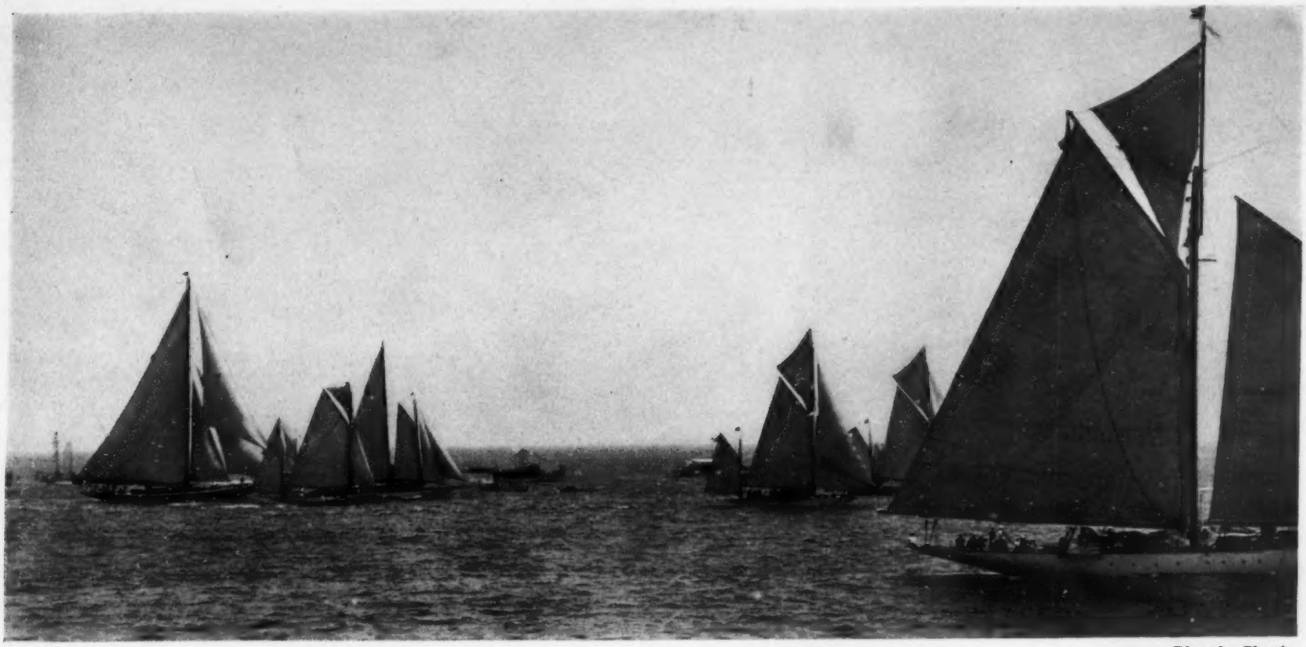


Photo by Chapin

Start of the Honolulu Race from Newport Harbor, June 3rd. *Invader*, seen at extreme right, was not a starter.

Honolulu Bound

An Account of the 1928 Transpacific Race

By Ben Ames, Jr.

An account of a Honolulu Race by a participant necessarily consists of a description of the boats at the starting line, the cruise he himself took in the broad Pacific out of sight of all things, the finish line as he saw it, and, finally, a version of what happened to the other contestants from the time they were last seen, and of this they are often not quite sure.

Sailed every two years from some Californian port to the Hawaiian Islands, a distance of over 2,200 miles, the Honolulu Race has the distinction of being the longest regularly sailed ocean race. The six entries this year consisted of the 102-foot Herreshoff sloop *Talayha*, owned by Mr. Lazard Lippman, of the Santa Barbara Yacht Club, scratch boat; the 62-foot yawl *Pandora*, owned by Mr. H. W. Rohl, of the Newport Harbor Yacht Club, whose time allowance was 53:54:34; the 63-foot jib-headed schooner *Wetona*, owned by Mr. C. L. Reynolds, also flying the Newport Harbor Yacht Club burgee, having an allowance of 56:33:58; the 56-foot schooner *Aafje*, owned by Mr. R. E. Millsap, of the Los Angeles Yacht Club, time allowance 78:40:03; the 56-foot yawl *Teva*, owned by Mr. Clem Stose, of the San Diego Yacht Club, time allowance 79:28:35; and the 56-foot yawl *Mollilou*, owned by Mr. Milton Hesselberger, of the Catalina Island Yacht Club, with a time allowance of 84:01:52.

Photo by Sawyer

***Talayha*, the largest starter and first to finish did not save her time.**

The race was scheduled to start at noon on Sunday, the third of June, off Newport Beach. Most of the boats planned to spend Saturday night in Newport Harbor. Accordingly, I reported aboard the *Mollilou* Saturday morning, an hour after the appointed sailing time. An hour later we sailed. Arriving off the Newport jetty at three that afternoon, too early to go in, we waited for high tide. We were soon joined by the *Teva* and the *Aafje* and at five o'clock, with local pilots aboard and power boats towing, we all passed in and proceeded to the Newport Harbor Yacht Club floats.

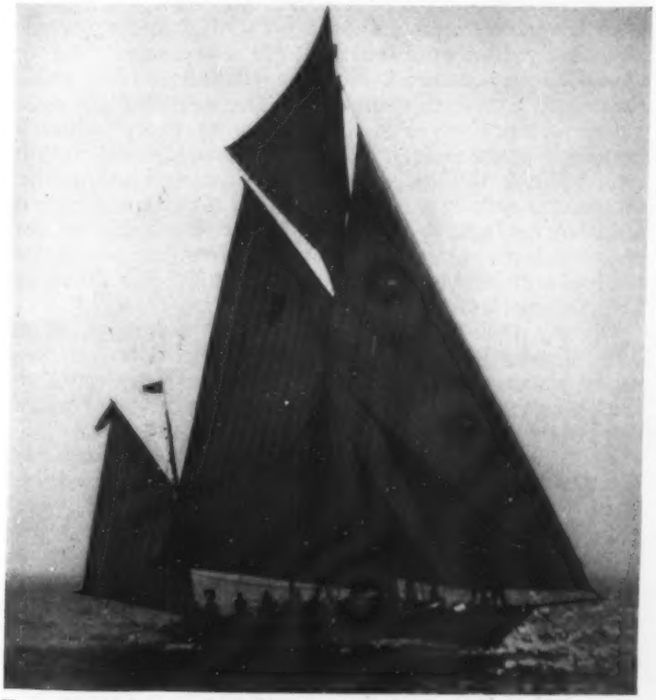
The following morning, our engine having been sealed, we gave our line to the Coast Guard cutter and were towed down the channel which was lined with crowds all wishing us well — if noise means anything. Near the entrance we got out of the channel a little way and bumped three times, very lightly. We were impressed, but said nothing,

and were greatly relieved to be outside a few minutes later. The ocean was covered with boats of all descriptions — the largest fleet ever gathered on the Pacific Coast, I believe.

With the five-minute signal from the three-inch gun of the Eagle boat, we punched our stop watch and started back for the starting line. One minute to go! Jibing around the weather mark, we trimmed sheets and stood by to break out the jib topsail. All six of us were keyed up to high pitch with excitement and pleasure — we were about to cross the line and at last start for Honolulu. For months we had thought and talked of little else. The starting gun fired. A few seconds later we were across on the port tack. Suddenly, ahead of us, and cutting across our bows, a big power cruiser, the *Maud F*, at full speed, came lumbering over the line. We had just jibed and had very little way; we could neither come up into the wind nor fall off very quickly. The seconds that followed dragged like years. We prayed that she would sheer off, or that we would clear. Our bowsprit started raking along her mesh railing and then, with our bowsprit under her lifeboat, our bow rose on a wave. Something had to go. Our head stay parted; a crash, and our bowsprit went sharp off at the stem.

It took several seconds to realize fully that the tangled wreckage trailing in the water alongside was our jib, bowsprit and stays, and that we were out of the race — 100 feet over the starting line. Never, I am sure, will six men ever be called upon to suffer such bitter disappointment in so few seconds. We collapsed where we were. The cook, I believe, took the wheel which the skipper had forgotten. And then we got our first wind and voluminously let the surrounding ocean in on our opinion of the *Maud F*, while the other entrants passed us yelling condolences.

When the blue air had thinned down a bit the committee boat came alongside. We were informed that we might put back to Newport, get a new bowsprit, repair our rigging, and that we would be allowed the time we had lost on a new start. We cheered and were cheered — our outlook on life changed completely. We jumped to clear



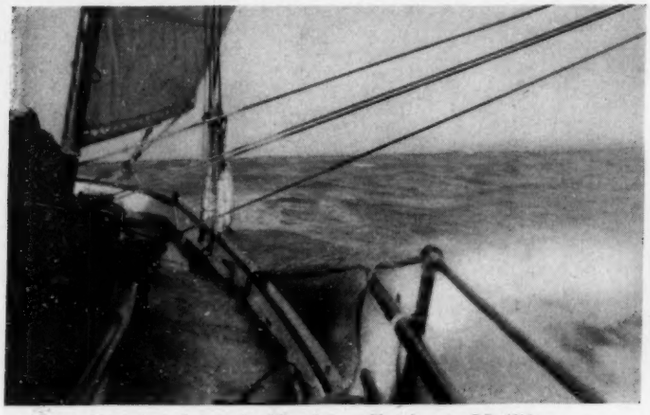
Teva, the 56-foot yawl of Clem Stose, San Diego Yacht Club, was well sailed and won the coveted Honolulu Trophy.

Mollilou, owned by Milton Hesselberger, in spite of having her bowsprit carried away at the start, won second prize.

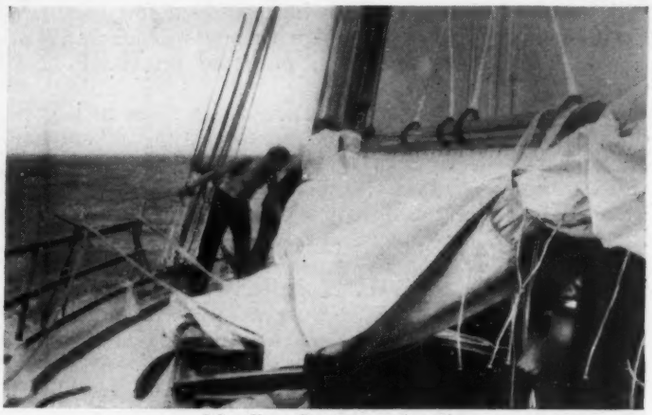
the mess forward as though our only chance of existence depended on getting that stump of a stick out and a new one put in its place. We then began to appreciate fully the yacht club that was handling the race. Soon, by their efforts, measurements for a new bowsprit were taken. Carpenters and riggers from shore were on board when we again entered the harbor at high water and tied up at the boat yard. A suitable timber had been procured and shipwrights engaged. All night the yard worked cutting down and shaping the new stick, and by morning it was ready to install. It looked fine and at 10 o'clock, with the rigger on the end of the bowsprit putting on the last seizing, we started down the channel with most of the race committee on board. Quite a different start, this — a few scattered toots and cheers as we passed out, and the committee getting a close-up of the big event. After helping us make sail they departed in their boat for the starting line. With the whole ocean to ourselves we made a perfect start, crossing the line a couple of seconds after the gun, full and by on the starboard tack, breaking out our jib topsail as we crossed. We were off to a flying start, the only sail on the horizon, a fine warm day and a moderate wind from the southwest. We were all in fine spirits. The wind seemed to be picking up and allowed us to set our ballooner and lay a course S.½E. for the east end of San Clemente Island. We streamed the log, thereby starting the never-ending argument between the two watches as to which logged the most miles.

At five o'clock the wind fell light and we ran into the weather that all the others had had the previous night. We made about eight miles all that night, flopping around off the end of the island and trying to figure out from which direction the wind was trying to come. At daybreak we got a light breeze and soon dropped the island astern, running into a pretty heavy ground swell as we drew out of its lee. That morning we passed a whaling ship bound for the coast, the only vessel we saw during the whole trip. At noon we got a latitude sight, in spite of the overcast sky, which gave us 85 miles for our first day's run. Pretty poor, but we consoled ourselves with the thought that the others had done no better.

Early in the afternoon the wind freshened and the regular westerlies came up so that sailing S.S.W. our ballooner did great work. At four the weather backstay carried away, but we repaired it easily with wire clamps. The sea was running quite high by this time, and finally Solomon Jones succumbed and fled his galley to the lee rail. With the exception of a little indigestion Lars suf-



Running down the Northeast Trades on *Mollilou*.

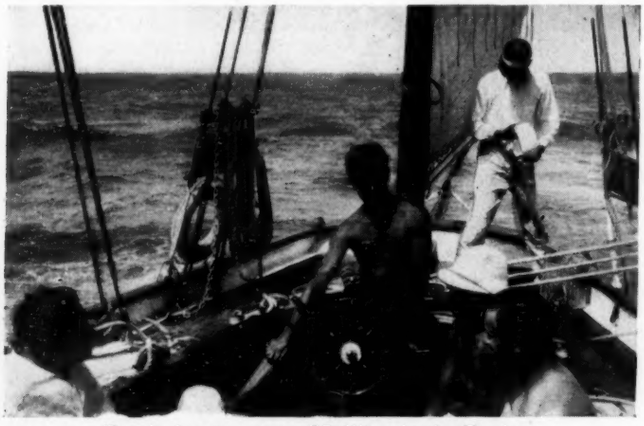


Mending the torn mainsail.

fered at the time, no one was seriously inconvenienced by the motion of the boat, although we did not inaugurate our five meals a day custom for several days.

All night we made fine time; the weather was cold and the sky overcast, but we were getting offshore and were going to make a good day's run. Just before breakfast the topsail halliard came adrift and the topsail went flying off as the halliard came tumbling down on the deck. We soon had the halliard rerove and the topsail set again. Because the sky was so overcast both our morning and noon sights were unreliable, but our dead reckoning, I think, was very accurate and gave us a day's run of 183 miles — our best day's run. The next day we made our second best run, 180 miles. The wind still held from the west and blew fairly strong. As we were making good time we let her run off to the south, hoping we would soon pick up the northeast Trades. With sheets eased, it was a great run with the steep seas on the quarter and the ship charging along before them at nine knots. It was, however, cold and overcast. With the exception of the first afternoon we barely caught a glimpse of the sun for the first eight days. Boots and oilskins were the order of the evening.

Navigating was quite difficult during these first eight days, because the sun had a habit of going completely out at a critical moment, or never even appearing. Shooting Polaris was even more difficult, as only a couple of times did the heavy bank of clouds that lay on the northern horizon lift. But our dead reckoning was phenomenal all the way over. Our sights checked the log within a mile or so. The log and our dead reckoning were not out 25 miles in 2,500. The fourth day, with everything going smoothly and the crew well shaken down, we changed to three watches, four hours on and eight off, with two men on deck at a time. This number proved ample. We all caught up on sleep and everyone felt better because of the change.



Tropical costumes on *Mollilou* in the Trades.

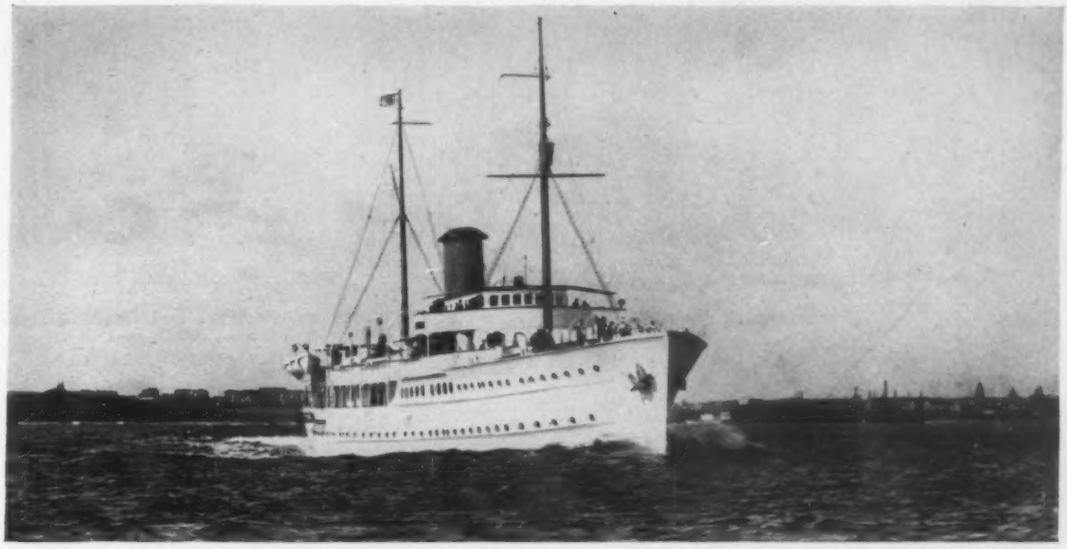
Before sailing we had a nice new radio receiving set installed — mostly in Chuck's bunk. It was a large set with a great many tubes, batteries, etc., but it would not work. The *Talayha*, *Aafje* and *Pandora* all had sending apparatus and we had arranged to listen in on their wave length every night at nine o'clock. Finding we got nothing but a faint static, and lost sleep doing it, we soon gave up that pastime. When 200 miles offshore we got a time tick and checked our three chronometers, which seemed to be correct and enjoying the trip. But after that the radio gave up altogether.

At midnight on the tenth, the watch on deck deciding that the wind had hauled aft, the spinnaker was set and our troubles began. The wind was fluky and came in puffs, first on the quarter and then abeam. Our new spinnaker stayed intact just half an hour, then ripped in two places where it had chewed through on the headstays. We sewed all day, using a sheet to back it with, and by evening had a pretty good spinnaker again. And we needed it, for by that time we had torn our old one. It had caught on the jib snaps. Our new spinnaker was a fine sail but was cut very full and low, and it was a job to keep it set. We were rolling a great deal and we would alternately have the pole in the water and then up alongside the masthead. What we would have liked would have been a "storm spinnaker." The next day the spinnaker tore again — this time on the spreader — and in getting it down enough of the sail fell overboard to drag under the bow. We were sailing fast and in another moment most of it was dragged under the ship and torn in a dozen rips from head to foot. We hove the ship to, and got the pieces aboard; it looked hopeless, but we started sewing, and talking about the sewing machines we would bring along in 1930.

On the 11th we finally picked up the long expected N.E. Trades in Long. 130 W., and with them our first really warm weather. We had run a long way south; in fact, we had so little more southing to make that we set our course due west for Oahu. We were now starting to run into squalls. Sometimes we would have a dozen a day, but they were not bad and we never shortened sail, but with the spinnaker set, would run before them at a great clip. The rain that accompanied them was always welcome and was the signal for a bath, the scheme being not to be caught all covered with soap when the rain stopped.

Sailing with the Trades was fine, and if it had not been for our spinnakers, racing would have been very simple. But never were we allowed to forget those spinnakers. Eight or ten times they came down in need of repair. Once, at two in the morning, the strop in the headboard

(*Continued on page 108*)



Nourmahal, the new flagship of Commodore Vincent Astor, of the New York Yacht Club, which arrived here July 3rd after a successful passage across the Atlantic. *Nourmahal* represents a radical departure in yacht design. She was designed by Theodore E. Ferris, associated with Cox & Stevens, and is 264 feet in length, making her one of the largest American Diesel yachts.

The Month in Yachting

Some Notes and Comment on the Bermuda Race

THE biggest fleet, and the finest fleet, which ever sailed to the Islands. Just compare this splendid armada with that which made the trip in 1923, and even the untrained eye can see what a splendid influence ocean racing has had on the designing, building and rigging of cruising craft in five short years.

After the 1927 Fastnet Race, in which 13 out of 15 boats failed to complete the course, our British cousins came to the conclusion that small craft would never get anywhere in a hard chance to windward, and that they had no business in an ocean race of 600 miles. While the Fastnet Race conditions were unquestionably far more severe than those which obtained in the Bermuda Race, still the entire Bermuda fleet, with one exception, kept plugging along, barely able to lay their course most of the time, and unable to do so at others. All credit to *Islander*, *Miladi*, *Svaap*, *Duckling*, and other small craft, and their crews.

Seal was the one craft to turn back. A bilge full of water indicated a bad leak, whereas it was only a leaky water tank, after all.

Jib-headed craft were in their element, and made an excellent showing with the wind ahead all the time, with *Rugosa*, *Teal*, *Malay*, *Yankee Girl* and *Dragoon* making the gaff-headers take back seats. With a fair proportion of reaching the story might have to be told a bit differently. Wait till 1930.

Mishaps were few and far between. *Malabar IX* had trouble with a spring stay, fore gaff jaws and a stiffened steering gear. *Teal* had a bad leak in her rudder sleeve, caused by the packing gland becoming loose. It was easily fixed.

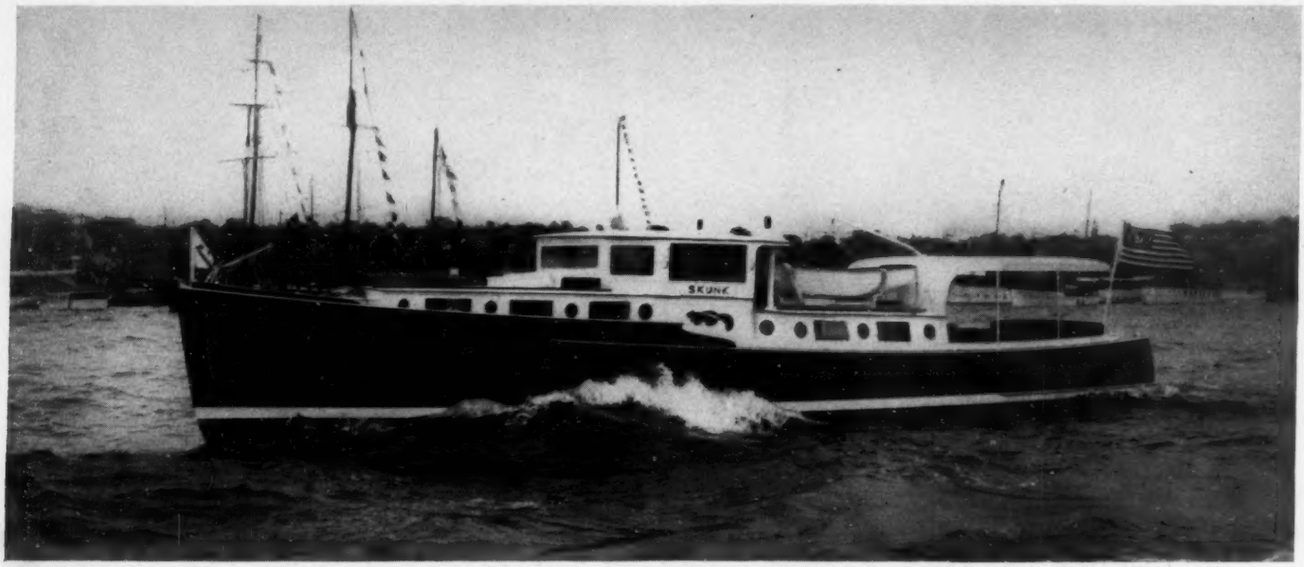
The biggest upset in the entire race was the way *Malay* crashed through an easy winner in class B, to take second place in the whole fleet on corrected time. *Malay* has raced a number of times in the past few years with indifferent success. So has her sister ship, *Northern Light*. A double head rig, in place of the original single jib, has undoubtedly improved her, but the chief credit is due to "Hobe" Ferris and the gang which sailed her with skill and judgment throughout.

Another craft which upset the dope was the little *Islander*. Hardly anyone expected her to show her heels to the cutter-rigged *Miladi* and the jib-headed ketch *Svaap*. But she did just that. *Miladi* failed to live up to expectations. *Svaap* was the victim of a reduced rig and too little ballast, her sister, *Eaglet*, with a real rig and more ballast, having shown her heels to most of the small cruisers which she met.

All credit to George Bonnell, Commodore of the Cruising Club of America, and Marty Kattenhorn, ex-Commodore of the same organization, for shipping with Harry Pidgeon and seeing it through on the little *Islander*. Neither George nor Marty are as young as they once were, nor

(*Continued on page 98*)

Blue Bill, William H. Hand, Jr's., new 55-foot sailing power cruiser which he designed for his own use, was seen at the start of the Bermuda Race from New London. She is powered with a 6-cylinder Hall Scott.



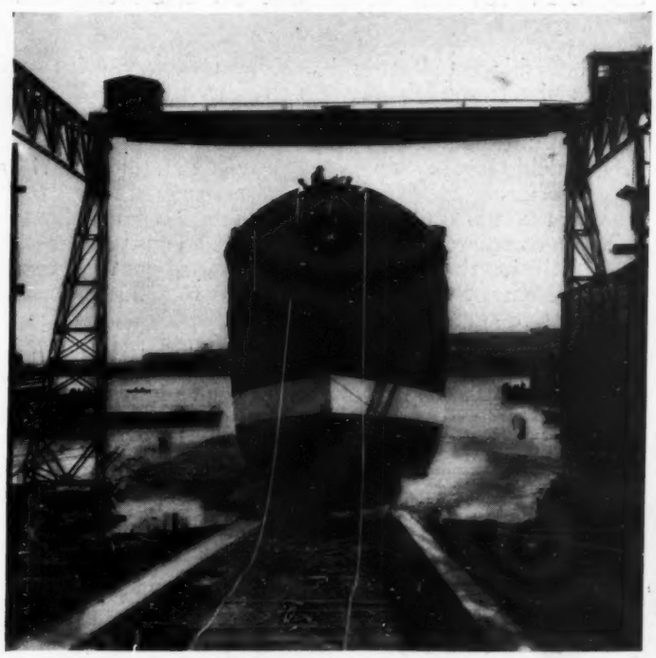
Skunk, **a unique boat in other ways than name, called by her owner, Philip L. Smith, of Tenants Harbor, Maine, a fishing boat. She is in reality a fast day cruiser, designed and built by the Luders Marine Construction Co. A pair of Sterling Dolphins drive her at a 22-knot speed.**

Bermuda One-Designs to Meet Interclubs on Long Island Sound in September

THE team of four Bermuda one-design boats which met defeat at the hands of four of the Sound Interclubs last April in Bermuda waters will seek revenge in a series of four races to be held in September on Long Island Sound. The dates for the races are September 13th, 14th and 16th, with two races on the last day, Saturday the 15th being held for the regular championship race of the Interclubs and a special race for the Bermuda craft. The Bermuda crews will be quartered at the Larchmont and American Yacht Clubs, and these two clubs will alternate in holding the races.

A selection committee composed of J. B. Shethar, 1927 Interclub champion, and former Class President; Edmund G. Anderson, formerly Chairman of the Regatta Committee, Larchmont Yacht Club; and Clifford D. Mallory, President of the North American Yacht Racing Union, has been chosen to select the four boats, skippers and crews best qualified to meet the Bermudians.

Thistle, **Robert E. Tod's new Herreshoff-designed yawl which was under sail for the first time in June.**



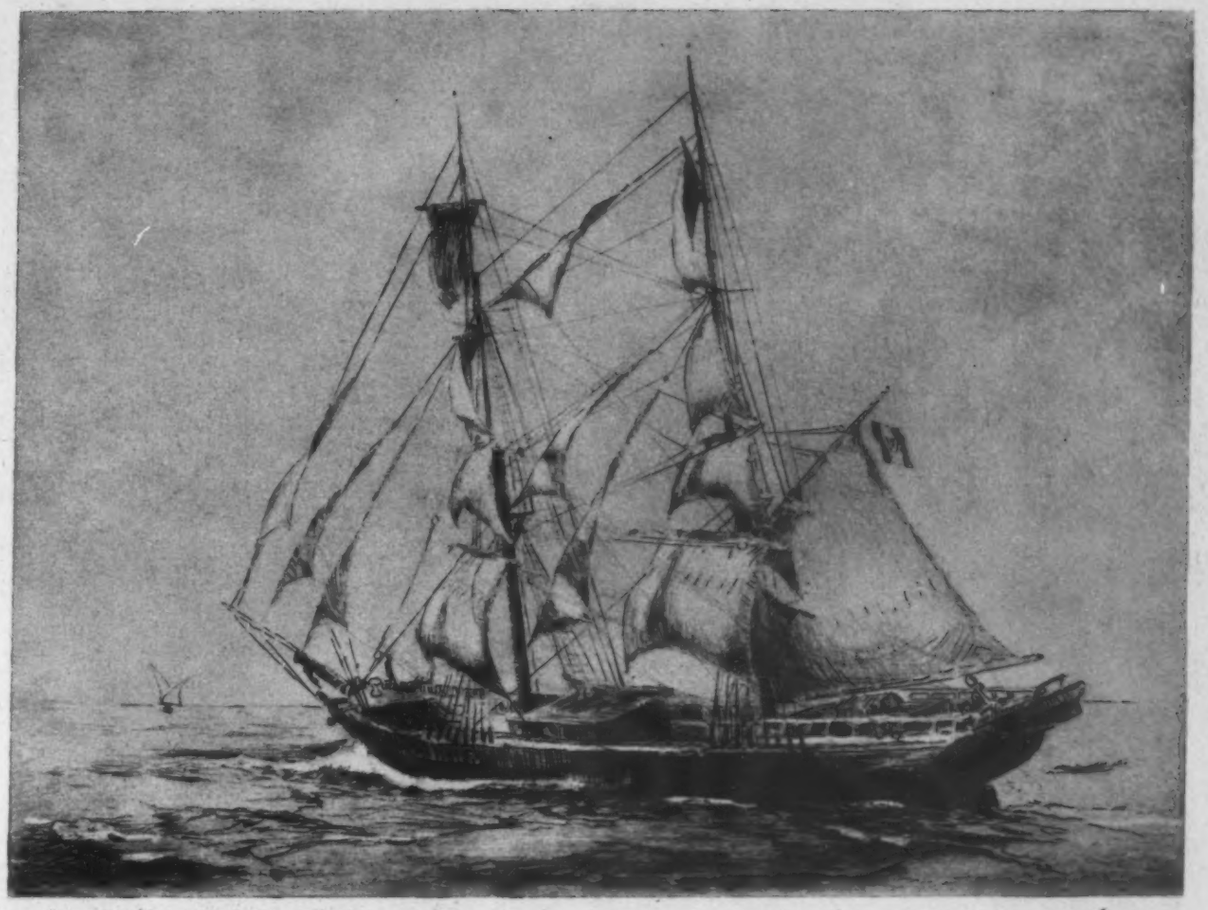
Launching of the *Camargo,* owned by Julius Fleischman, from the Lawley Yard, Neponset. *Camargo* was designed by H. J. Gielow, Inc., and is one of the largest Diesel yachts to be built in this country. Power is supplied by two 800 h.p. Bessemer Diesels.

Star International Championships

FOR the Star enthusiast, all roads lead to Newport Harbor, California, where the international title of the class will be competed for in a series of five races which start on August 31st. Star fleets in all parts of the world have held elimination arces, the winners of which are eligible to enter this annual classic.

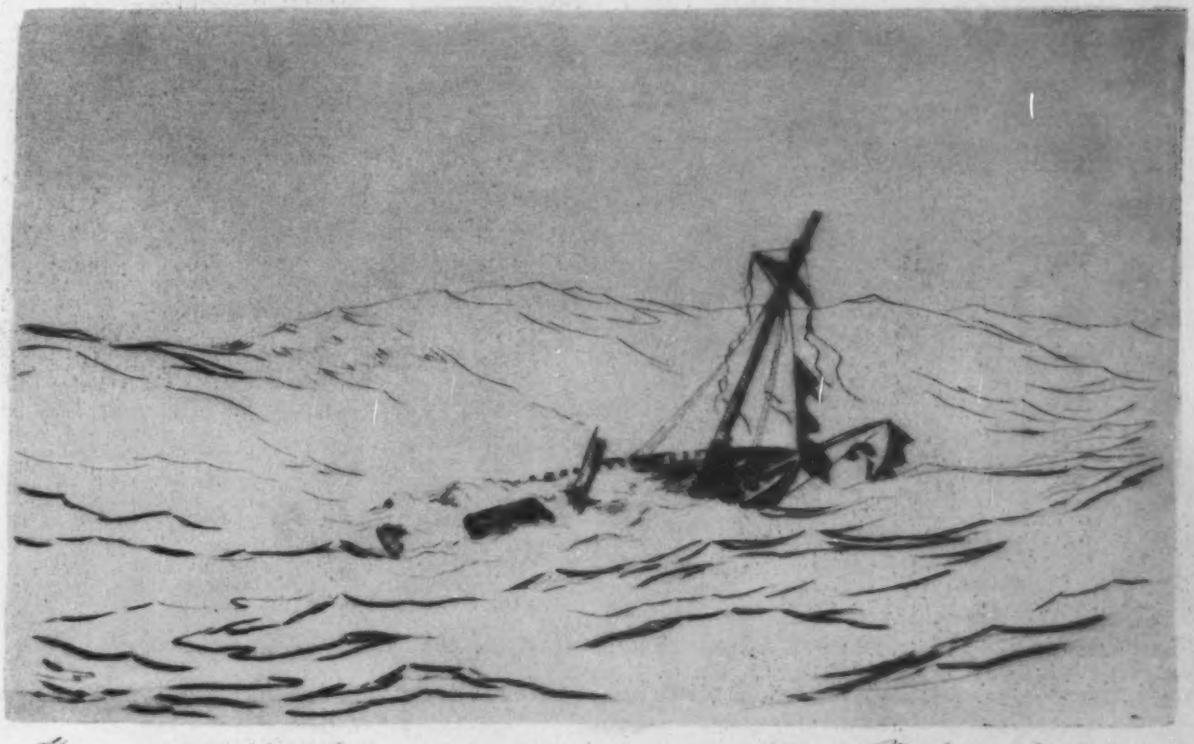
For five years the title remained at the western end of Long Island Sound, but in 1926, Comstock and Gidley, sailing the *Rhody,* lifted the trophy and took the event to Narragansett Bay.

(*Continued on page 102*)



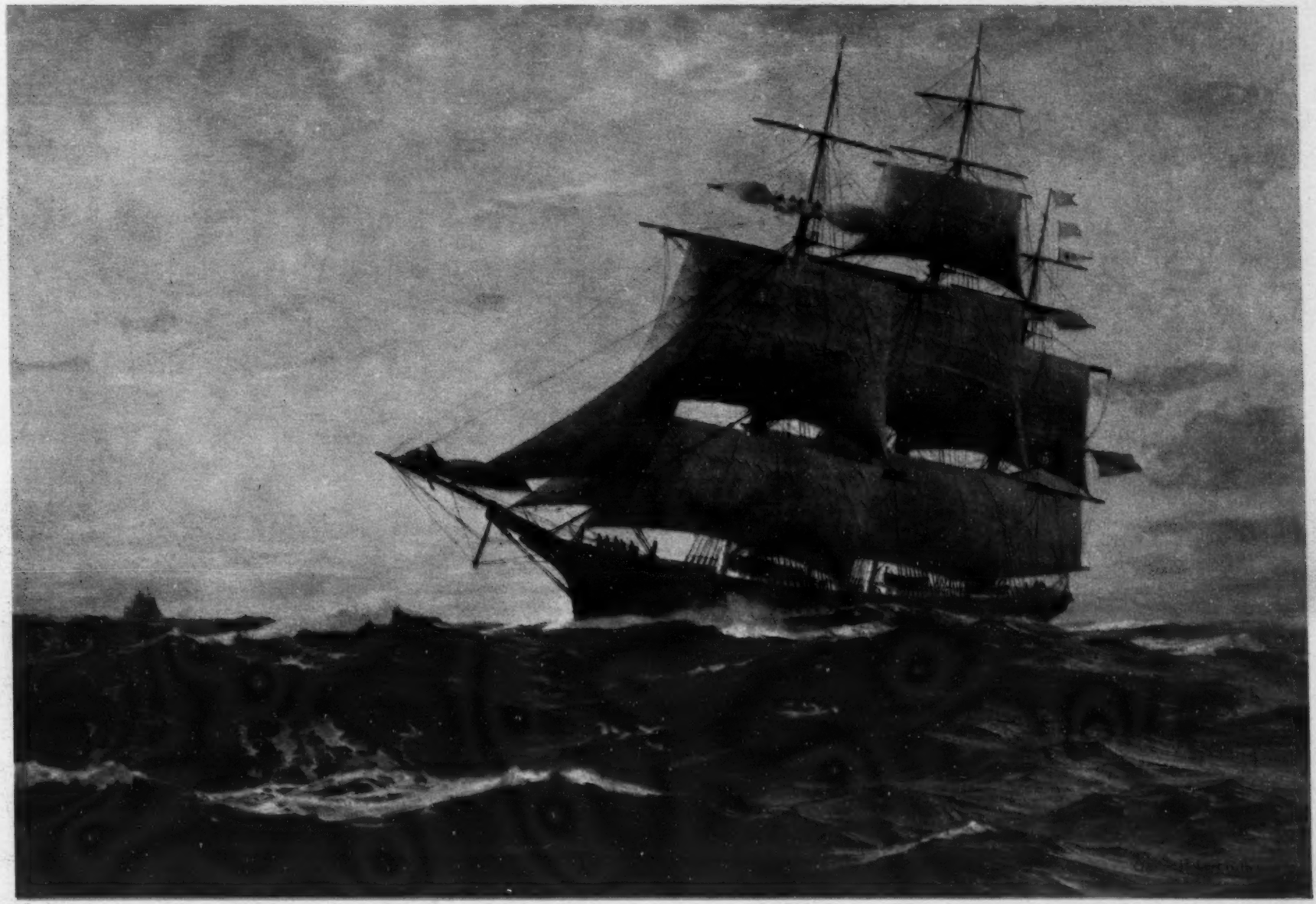
BOUND FOR NAPLES!

An Italian brig in the Mediterranean, from an etching by George Gale.



IN THE WAKE OF THE HURRICANE.

From an etching by R. W. Vaughan, a yachtsman who has recently taken up the etching needle.



PACKET SHIP *DREADNAUGHT*.

Copyright by the Naval and Marine Memorial Association

From a recent canvas by Charles R. Patterson.

Commanded by "Bully" Samuels, *Dreadnaught* was known among sailors as "the wild boat of the Atlantic."

A 6,000-Mile Voyage in a 36-foot Lugger

Being the Account of a Winter Passage Across the Atlantic under Sail

By Godfrey Baxter

BEFORE entering into any description either of the *Red Riding Hood*, or of her 6,000-mile voyage, it would perhaps be well to explain our object in embarking on the undertaking, not only from the point of view of interest, but because this object had much to do both with the selection of the ship and of the course taken. Our choice of a course was in the direction of long passages with few stops and with the view of getting on.

Briefly, then, we were endeavoring to get to Belize, British Honduras, in order to enter the field of commercial shark fishing. The shark, as you may know, has become, recently, an object of commercial interest, commanding a good market price. Now, Honduras is protected by a great reef well out to sea, inside of which, in comparatively shallow water, are a thousand islets or cays of various sizes, and innumerable coral reefs, many of them but a few feet below the surface of the water. Among these are found every sort of fish, including, of course, the variety of interest to us. The only way of catching the brutes in quantities large enough for our purpose is by means of nets, which are left down from 24 to 36 hours. At the end of this time the sharks are safely dead. They are taken ashore, skinned, the flesh put out to dry in the sun, and the livers put into barrels ready for having the oil crushed out.

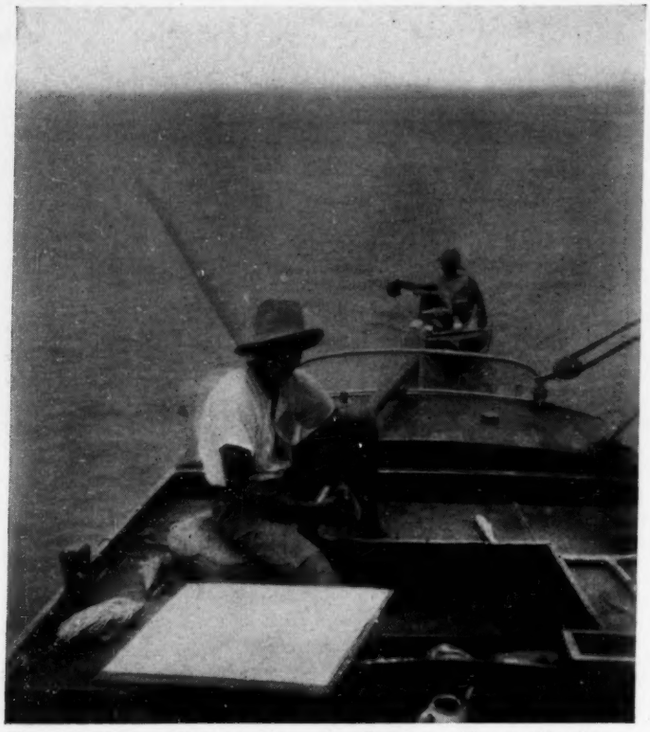
Thus it will be seen that the most important qualities for a boat engaged in this work are shallow draft, a fair turn of speed and a motor powerful enough to ensure her getting back to port with her cargo promptly. After turning down several boats, and looking at many, the skipper came to the conclusion that he had found just what he wanted in the *Red Riding Hood*, which he discovered lying in a shipwright's shed at Shoreham, England, where she had been waiting for a buyer for about 18 months.

The lug rig of *Red Riding Hood* was hardly what one would choose for an ocean passage.

Red Riding Hood anchored off a cay on the Honduras coast after her 6000-mile voyage.

Originally designed by Fife as an open steam pinnace for Lord Ailsa, in 1907, *Red Riding Hood* has had an extremely checkered career. Every one of her owners had made radical changes in her, among them the installing of a new engine and decking her in a bit. When she finally came into our possession she had assumed the form of a double-lugger, and carried a 16-h.p. Kelvin engine capable of giving her about 6 knots. Here are her measurements: Gross tonnage, 8; registered tonnage, 3⅓; l.o.a., 36′ 6″; l.w.l., 36′; beam, 9′ 6″; draft, 4′ 6″. She has a transom stern, a straight stem with a slightly rounded forefoot, and a straight keel. All her ballast of two and one-half tons of lead is inside. We had to make very few changes for the long trip, and no really serious ones, the most important being coppering (which we had done with Muntz metal), decking in the cockpit to a reasonable size, and also decking in the small hatch directly over the engine. Unfortunately, we did not do the latter until after we had had quite an unpleasant experience, as you shall hear.

We added to her equipment two 55-gallon tanks, one in the engine room athwartships, at the foot of the mainmast, for fuel, and one running fore and aft below decks, at the foot of the foremast, for water. This, of course, was by no means an ideal place, but there was no other place to put it, and it certainly never seemed to upset the trim of the boat, the only disadvantages being that it made the fo'c'sle difficult of access and forced us to stow the bower anchor, a 100-lb. one, just abaft the mainmast. We also took an additional suit of sails, using a dipping lug on the foremast and a standing lug on the main, and, of course, a stout sea anchor. For purposes of navigation, we carried two sextants and a carefully rated deck watch, and very well they served us.



The decked in cockpit steering well. The long tiller is also shown.

Our crew for the long passage consisted of F. R. Milton, skipper; V. Gray, mate; J. Clifford, in charge of the engine; J. Billane, and myself, jocularly known as the bos'un. None of us had had any great experience at sea, and two of us had never been to sea before at all.

All the work of fitting out, with the exception of the coppering, we did ourselves, even to the rigging and decking, for, of course, the masts were out of her when she was in the shed. The shipwright kept us waiting, in the maddening way that shipwrights always do. First of all the copper did not arrive, and when it finally showed up it was a plate or two short. Finally when the copper was all right there was no sign of the zinc plates. However, all things come to an end, even refitting, and about four weeks after we had started work, on the 14th of February, we were ready for sea — or so we thought. Anyway, at 5 o'clock that afternoon we got away from Shoreham, under power, on the last of the ebb, with a S.W. wind blowing, and chugged our way into a light haze of mist and rain.

I will be very brief over this first false start. Although it caused us a lot of grief and pain at the time, it was, in reality, the best thing that could have happened to us, in that it found out all the chinks in our armour. Suffice it to say that by 11 P.M. half a gale was blowing. The Owers Light was bearing W.N.W., about six miles distant, when we shipped a fairly heavy sea that stopped the engine and half filled the cockpit, thus pointing out our first two chinks — namely, that the small hatch over the engine was not properly watertight and that we had neglected to rig an apron over the motor. Also, every sea worked up the exhaust pipe and filled the engine with water. This, of course, meant all hands at work for the rest of the night, and while the mate swung the engine solidly for about two hours the skipper and I set the jib and trysail.

I will not go into the details of the next 48 hours, except to say that the wind increased to a full gale and that a heavy gust blew the yard off the trysail. We had to reset it by the throat and let the peak flap wildly. We could not work to windward and finished up in Newhaven, five miles to leeward of where we started, having been reported as missing by a pessimistic coast guard as we passed Shoreham. Anyway, we had learned our lesson.

Within four days we had decked in the hatch, re-cut the trysail to a jibheaded one, restored everything, had the engine down and all parts dried and had a plug made for the exhaust pipe. Then, after an easy run of thirty-six hours to Falmouth, we really set out for Las Luz, in the Canary Islands, at 3:15 P.M. on the 25th of February, and had the Lizard Light abeam by 6:30 that evening. We kept the engine going until past the Lizard in order to get a good offing, the wind being fresh from the S.E. course S. by E. Half an hour later we altered our course to W.S.W., hoisted a single-reefed foresail, two-reefed mainsail and working jib and stopped the engine. The wind and sea continued the same all the next day, being quite fresh enough and wet enough to keep one awake, and we all began to settle down to the ordinary routine of watches. Our noon position was 49° 02′ N., 6° 29′ W., run by log 116 miles.

By the morning of the 27th, however, the wind had dropped very light, although the sea was still quite lively. However, we stuck it till noon, by which time the wind had dropped to a dead calm. Then, putting all yachting instincts aside, we again started the engine and carried on under power. The weather seemed a bit quaint all day, there being a light haze over everything, and by 8 P.M. the wind began to freshen from the S.S.E. We immediately stopped the engine and set trysail and jib. The wind rapidly increased, presumably to make up for the calmness of the day, until by midnight we had a full gale blowing from S.S.E. It was now that *Red Riding Hood* showed her good points for the first time, and though a demon for rolling we never knew her to pitch once on the whole cruise. Our only anxiety was that she would start a plank from some of the buffets she received, for frequently she seemed to be hurled bodily into the trough, to bring up with a fearful smack; but although the crew was a good deal battered the ship did not turn a hair — in fact, she seemed to like it.

By eight in the morning the wind had veered to south, and although still very fresh had distinctly abated. By dint of heroic efforts on the part of the breakfast watch, who worked with water pouring over him through the engineroom skylight, we had a hot breakfast that revived our spirits somewhat. As the morning advanced, the wind continued to veer until at 12:15 we wore ship with the wind at W.N.W. and altered our course to due south. After this the wind commenced to abate, and during the night, when the watches were changed and there were, consequently, four people on deck, we set the full foresail, still keeping on the jib and trysail.

The bowsprit was long and limber and gave some anxious moments.

Slamming into it off Finisterre. The foot of the old loose-footed foresail is shown.

Red Riding Hood, spick and span in a new coat of paint the day before she shoved off on her long voyage.

During most of the 29th the wind stayed light from the W.N.W. and the sea continued to moderate so that Gray, the mate, managed to make up a wonderful stew from bully beef, potatoes, celery seed, and onion essence and a couple of soup packets. I suppose this was too good to last, for at 7 P.M. the wind veered to south, and we altered course to W.S.W. By 10 P.M. the wind had started to increase quite rapidly, although the glass was high, and still rising. This reassured us until somebody happened to look up southerly gales in the sailing directions and found that a high glass was one of their symptoms. This was depressing.

Things having got rather lively by about 10:30, we handed the foresail and by midnight we were again enjoying the advantages of a full gale from the south. After this events became rather confused, but I remember that Gray and I went on at 4 A.M. and that the skipper stayed up with us for about half an hour, and that we all three sang comic songs and tried to keep the jib full. I have never seen any darkness that compared with the darkness of that night. It was literally impossible to see anything. One just sat and clung to the tiller and listened to the huge seas heaving up out of the blackness, and whenever they sounded bigger than usual, luffed up a bit. The air seemed so full of water that it was difficult to breathe, and rain and hail fairly poured down upon us. It was the only time that we actually saw pieces of phosphorescence fly through the air and fall glowing on the deck.

By seven in the morning it was getting worse and the seas were still increasing. The skipper, having turned out and had a look at it, decided to stream the sea anchor. As the mate was at the tiller, the skipper and I went forward and took in the jib with much more ease than we had expected. I think, as a matter of fact, that we both secretly thought that we should lose either the sail or one of us.

Having got the canvas sea anchor out, with 40 fathoms of cable shackled on to the anchor chain to prevent chafe, the little ship rode the seas bow on like a duck, and no oil bags were necessary. We just went below, made soup and turned in, two in each bunk, unfortunately, for the third bunk in the forecastle was too wet to be usable.

By 11 A.M. the gale began to moderate, and early in the afternoon we took in the sea anchor, indulging in many a curse as we got soaked again with the wet cable. However, as the skipper remarked, "It's better to be wet than drowned." So we made the best of it, set the jib and trysail and got under way on a S.W. course with a light south wind and a confused sea.

By 3 o'clock things began to look pretty unpleasant, the sea becoming even more confused. The wind was light and fitful, the clouds going in three different directions, and the sky was very threatening. At 3:30 we tried to start the motor, but found that the sleeves had rusted, so after swinging her in turn till about 5 o'clock we gave in and let the engineer do his worst alone.

After spending a really rotten night and morning, by noon of March 2nd the wind had dropped to a dead calm, a situation which delighted the engineer, who had his engine in a thousand pieces, but drove everyone else mad. Before night, however, the wind blew up a little from the south and we set our foresail, trysail and jib.

The weather was still unsettled, and in spite of all the wind we had had, at 10 P.M. it was freshening again and the glass was high. By midnight we had a moderate gale with very heavy gusts, one of which split the foresail from top to bottom. This was at 2 A.M., and meant a nasty, cold job, for we had turned out of warm bunks with more or less nothing on. Otherwise, it did not matter much, for it was a very old sail and we had another.

We were invariably lucky in that we never had a gale that lasted any length of time. This one, the last that we experienced on the way to the Canaries, started to moderate by nine in the morning, and a few hours later we were drearily bending on a new foresail, all of us feeling a good deal the worse for wear, and very, very cold and wet, having by this time run through all our clothes and soaked the lot. I am not sure whether it was this day or the next that a terrible tragedy occurred — our stove refused to function. One can laugh about it now, but at the time it seemed the last straw, for I think that there can be nothing more depressing than a drink of cold water on a cold stomach on a cold day.

Landing place at Belize, British Honduras.

By noon the wind had dropped to a dead calm. We were hardened to this by now. When, later, the engineer announced that the engine would go, we were quite polite about it, although nobody believed him. However, it really did start, and we continued under power until the next afternoon, March 4th, when a light N.W. breeze set in, afterwards strengthening until, during the evening, it sent us along at eight knots in the gusts, under the trysail, two-reefed foresail and jib.

This continued until March 6th, when the wind fell light and backed to W.N.W., so that we were able to set the mainsail, shake out the reefs from the foresail and boom it out with the boom of the old sail, the new one being loose-footed. We did not notice that the boom was touching the lee shrouds and in an incredibly short space of time, one-half hour I think, it snapped in two like a piece of macaroni. We found, also, that the yard of the foresail had chafed about an inch deep against the mast. This chafing was an awful nuisance. Everything would chafe in the most impossible places. The brails, particularly, were always having to be renewed at this stage of the trip, and all the sheets got badly worn and had to be renewed at Las Luz. In fact, we were so doubtful of the main sheet, that during the last gale we rigged a preventer for safety. Speaking of spars, it was fascinating, in a hard blow, to watch the bowsprit whip. It seemed to bend in all directions with the greatest ease, and never failed to petrify the man on watch. It must have been a good stick for it is still in the boat.

Heavy weather canvas — trysail, reefed foresail and working jib.

The wind continued pretty fresh until the morning when we had to hand the mainsail and set the trysail, and at noon of the following day we made our best day's run, 158 miles, which we nearly equaled the following day with a run of 149 miles. After this the weather became very light, and when we got a landfall on the island of Gran Selvoda, at 8 A.M. of the 10th, we gave the wind until 10 A.M. and then started up the motor and closed with the island. We were rewarded by sighting the Iselta Light at 5:10 A.M. the next morning.

The approach to the Canaries is rather fine, owing to the height of the mountains, Teneriffe rising to 12,000 feet and those on Gran Canary to 6,000 feet. On the day we arrived the sea was a brilliant blue and speckled with hundreds of blue and pink Portuguese men-of-war, which sailed slowly about and solemnly righted themselves whenever a wave knocked them over.

By 10:45 A.M. we were being "piloted" into a berth by the worst pilot in the world, and at 11:15 we sat stolidly down on deck, ate fruit in large quantities and exhibited our beards to an admiring populace that endeavored to persuade us to buy jewelry, ebony elephants and shawls. We often wondered what they thought we should do with those shawls.

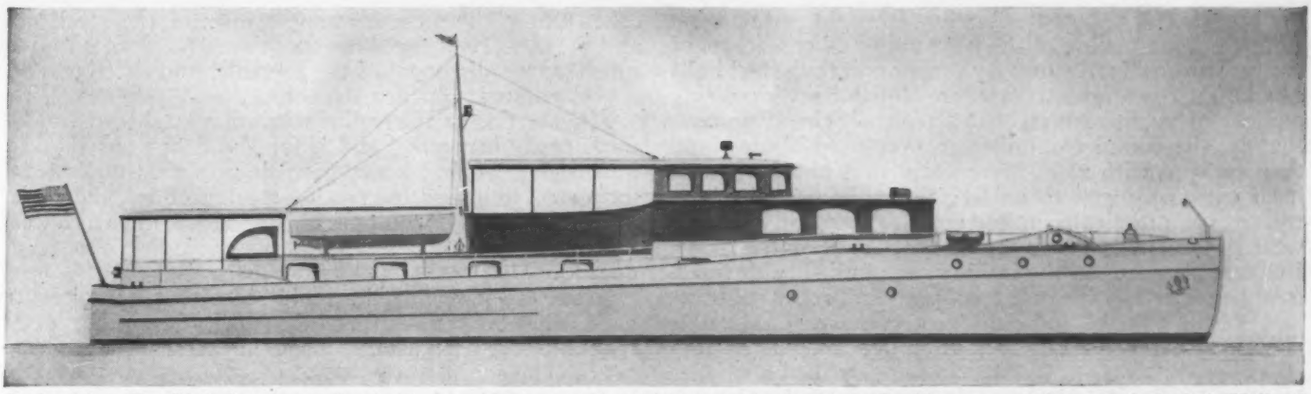
Las Palmas is an interesting and amusing town, but as I am supposed to be writing about the voyage I had better leave the shore as soon as possible and carry on. During our five-day stay we managed a small walking tour for the sake of keeping fit, besides reeving new sheets, setting up the standing rigging, and taking in fresh supplies of water and fuel. At the end of this we were presented with such a stinging bill (item, one pilot £3.10.0) that we decided shore life was too expensive for us and, accordingly, we made sail and got away under power at 6:30 P.M. on March 16th, bound for Barbados. By 9:30 we had picked up a light N.E. wind and, as the motor had conveniently stopped itself, we continued under full sail on a south course till 11:45 in order to get a good offing and then altered course to S.W.

The wind continued about the same for the next three days, giving us about 120 miles a day, the only item of excitement being a large whale, about 25 feet long, that swam repeatedly around the ship one day while we were having lunch. He finally disappeared, presumably having taken the rotor off the log, for we never saw it again. Nobody shed many tears for that, however, for the log was always hopelessly out in the distances that it registered, and Milton managed to fake up an old-fashioned chip log, which, with the aid of a wrist watch, gave us our speed perfectly well until it, too, disappeared one day.

During the evening of March 20th the wind dropped almost entirely, the sails slatting all night in that tiresome way that makes the watch fall asleep and keeps everyone else wide awake until they must turn out. While on the subject of watches, I might explain our system. The watches were arranged in such a way that either Milton, Gray or myself was in each watch, while Gray and I had one watch together. This meant that each of us had eight hours off once out of every twenty-four, and that the watches were rotated from day to day.

On the 21st the wind freshened a little, and on the 22nd, in the evening, it breezed up sufficiently from the east to give us five knots by log. On this day, also, the motor was tested and found in running order, although we did not actually use it. On the 23rd the wind veered one-half point and was sufficiently strong to give us a run to noon of 121 miles. We had now made good from Las Luz 777 miles in seven days, and had still 2,125 miles to go to

(*Continued on page 88*)



Outboard profile of a 90-foot fast cruiser built of steel and powered with 400 h.p. Diesel engines. Steel is now used almost exclusively in Holland for power yachts over 30 feet in length.

A Comparison of Steel and Wooden Hulls for Small Craft

Experience with Steel Craft in the Netherlands Points to the Coming Use of Steel as Standard Construction for Small Craft

By F. Van Rossen Hoogendyk

THERE has been considerable discussion of late as to the desirability of steel construction for small and moderate-sized power yachts, and several attempts to standardize steel hull construction have been made in the United States. In fact, the statement is sometimes made that any real quantity production of the future will be in steel hulls. For production methods of manufacture, steel offers certain advantages. In this country, where wood has long been standard construction for small craft, there is some prejudice against the use of steel, even if it has been treated for the prevention of rust. In view of this situation, it may be of interest to compare the advantages and disadvantages of the two materials for yacht use, and to see what has been accomplished in steel construction in other countries.

What is taking place in the Netherlands offers a good example. The Dutch, a seafaring people, have always been noted as boat builders, and there is more shipbuilding going on in Holland now than at any previous period. Dutch yachts for deep sea cruising are forced to meet the same conditions as those of any other nation, and the waters of the Zuider Zee are very similar to those of Long Island Sound, or of other waters on the American coast.

In Holland one can hardly find building today any wooden motor cruisers over 30 feet in length. For sailing yachts over 50 feet long, also, steel is now generally used. Even in the building of the famous Dutch flat-bottomed yachts with lee boards, steel is now used almost exclusively for boats over 35 feet long, and is proving most satisfactory. In this case steel has successfully challenged wooden shipbuilding and has won over conservative ideas which for centuries had remained unchanged.

On the highly developed system of inland waterways of Holland, freight is carried almost exclusively in steel vessels with both sail and motor power. The owners of steel boats find it easier to get a cargo than the owners of the wooden hulls, and get higher rates for carrying it. This apparently proves the lasting quality of steel hulls and the lower cost of upkeep. All small fishing boats are now being built of steel and the building of a wooden boat has become the exception in recent years.

In yacht building, if the hull has to be absolutely smooth and neat in appearance, riveting has to be both reliable and countersunk. Therefore, the thickness of the plates used cannot be less than 3 mm., or about ⅛". Thinner plates of high tension steel, such as those used for destroyers, could be employed, but these would require entirely different methods of workmanship and would, therefore, increase the cost correspondingly. The welding of thin steel plates is not desirable, as the plates will warp through the heat, and tear when hammered flat. Furthermore, repairs on such welded hulls are difficult to make. The thickness of ⅛" steel plates corresponds in strength, practically, with mahogany or pine hulls of 1½", and with oak or teak hulls of 1" to 1¼" thickness. Thus the weight of the hull in steel is higher in motor cruisers up to, say, some 60 feet in length than in the same boat constructed of wood. The strength of such boats is, of course, greater because of the fact that the use of plates of less than ⅛" is not practical. The engine foundation, superstructure and interior are not heavier and can, in some cases, be lightened by reason of the greater strength of the steel hull.

Thus it will be seen that well-built steel motor yachts of this length weigh no more than wooden ones of the same dimensions and in many respects are superior to the latter. Steel boats under 55 feet, being heavier, are consequently slower, and where speed is the sole consideration, wood may be preferred. This will always hold true in the case of fast and speedy runabouts. But aside from the consideration of weight, steel offers many advantages in boats under 55 feet.

Another superiority of steel hulls is that watertight bulkheads are actually tight and stay tight. A wooden hull never entirely keeps its shape. The bulkheads, therefore, do not stay tight. Oil and grease in the engine room of a steel hull do not spread outside the compartment, as is often the case in wooden craft. From the viewpoint of safety, the division of the boat into absolutely watertight compartments is of the greatest importance. In case of collision or running aground, the strong and elastic steel hull offers far better resistance. Dents can usually be hammered out very neatly without weakening the hull. Wood splinters; steel does not.

A steel hull is always absolutely watertight and remains so throughout the life of the boat under all conditions of temperature and moisture. By proper painting, steel hulls can be guarded against rust. In Holland an increasing number of yachts are treated after the Schoop process, that is, the completed hulls are first sand-blasted and then sprayed with zinc. The surface thus obtained lends itself extremely well to holding paint, and the hulls so treated are practically indestructible. In damp and cold weather steel hulls have a tendency to sweat on the inside. Inaccessible parts on the inside of the hull should, therefore, be treated with a rust proof process. Proper painting, however, should be sufficient protection, especially if a coat of vaseline or paraffin is put on over the paint.

It is said that a steel hull is more noisy than a wooden one, and that it is warmer in summer and colder in winter. On all high class Dutch-built craft, however, the proper fireproof materials are being used for insulating heat and sound, and these disadvantages have been overcome. Long experience in the East Indies with small craft of steel construction has greatly promoted the use of steel yachts.

Moisture is absorbed by wooden hulls, making them heavier as they grow older, whereas this is not the case with steel construction. Also, the odor peculiar to wooden hulls is entirely absent in steel boats, as there is no water in the bilge and no consequent deterioration. In wooden construction the hulls are apt to go out of shape, which may cause incalculable and very high tensions, detrimental to the strength of the boat, in frames, bolts and other parts. The more permanent form of the steel hull and the absence of the above-mentioned factors guarantee much better alignment of the propeller and shafting, and superior foundations for the engine.

Fire starting in the engine room of a steel boat can be more easily controlled and is far less dangerous than in a wooden boat; but heavy gasoline fires are usually fatal for a steel hull, and the smaller steel craft are, therefore, more commonly equipped with small, light Diesel motors. Diesels offer, in addition, greater economy of operation.

From the foregoing, it would seem that, for pleasure craft below 50 feet length, where greater strength, greater reliability, greater safety, longer life and lower upkeep are of more consideration than speed, steel will eventually be given preference over wood. As soon as American owners become better acquainted with well built steel boats, American yacht builders will have to meet the demand for this construction. Lack of experience in this particular class of work, and difficulty in securing the right workmanship for hammering and shaping the steel plates, may hold up the building of smaller steel craft, but it is bound to come.

At present, steel construction is considerably more expensive than wood in this country. But in Holland steel hulls are now materially lower in price than wooden hulls of the same dimensions. Building costs in America will go down once our boat builders are equipped for this class of work and when more experience along these lines has been gained.

Sunday in the Trades. From a drawing of life on the old windjammers, by Charles Rosner.

Harbinger—A New 85-Foot Power Yacht

Harbinger, **designed and built by the New York Yacht Launch and Engine Co., for R. G. McCurdy, of Morristown, N. J., is one of the first of the new boats of 1928 to go into commission. Of handsome appearance, she is unusually comfortable and spacious below. Two 6-cylinder Twentieth Century engines give a speed of 13½ miles.**

Celestial Navigation for the Yachtsman

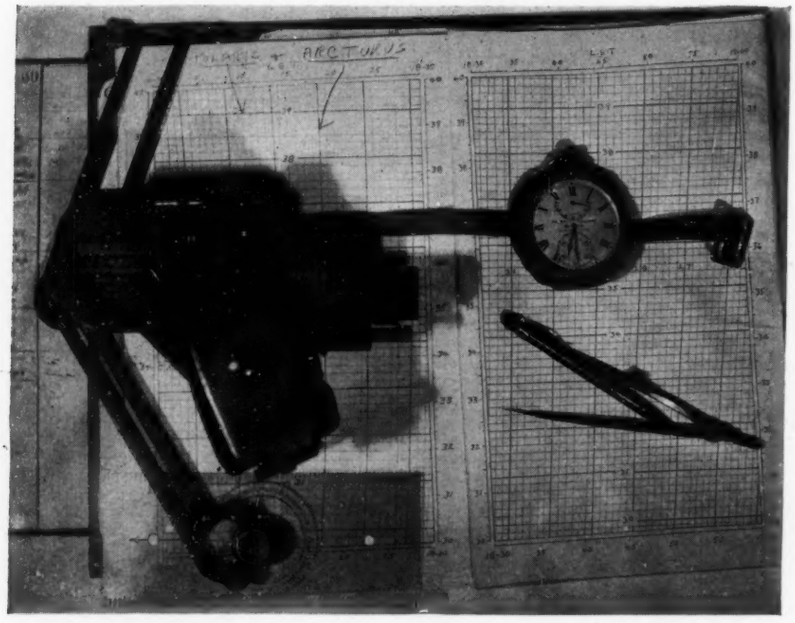
Use of the New Bubble Sextant, Second-Setting Watch and Star Altitude Curves Simplifies Navigation

By Lt. Com. P. V. H. Weems, U. S. Navy

THE average yachtsman spends only a few weeks at sea each year. While he would enjoy navigating his own ship, yet he has neither the time nor (too frequently, unfortunately) the inclination to become proficient in the various long and tedious methods given in most textbooks on navigation. However, if we could assure him that he could learn to work a Sumner line with only a few days' practice, and in less than half the time usually required, his interest, no doubt, would be aroused. I believe we have short cuts which will do more than this.

To simplify celestial navigation to a point where it is practical for the average yachtsman, we must make short cuts wherever possible. The principal equipment necessary for celestial navigation is as follows: (1) Sextant; (2) time piece; (3) tables for working the line of position.

While the ordinary horizon sextant is an accurate and practical instrument, it falls down when the sea horizon is not visible. During a fog or at night it cannot be used. Thanks to the development of the bubble sextant for aerial navigation, we now have a means of making observations whenever a celestial body is visible, whether or not the sea horizon is visible. The bubble sextant does not provide us a short cut, but it does make it possible to approximately double the time in which we may work navigation. Furthermore, the bubble sextant is ideal for practicing navigation from an office window. The one disadvantage of the bubble sextant is the fact that when



Equipment for celestial navigation at night: Bubble sextant; second-setting watch, set to Greenwich sidereal time; star altitude curves; dividers.

there is considerable motion on the ship there is an error due to the acceleration of the bubble. However, the bubble sextant may be used as an ordinary sextant when the sea horizon is available, and, in addition, may be used at night or in a fog when the sea horizon cannot be seen. Also, by averaging several observations taken by the bubble sextant, the bubble error is greatly reduced. In any case, there are many times when a position with a possible error of five or ten miles is better than no position, and it is here that the bubble sextant offers a real advantage. The following quotation from an article previously published summarizes the case for the new bubble sextant.

"The writer has used a Bureau of Standards Navy bubble sextant for several months, during which time he has taken hundreds of observations. Without a doubt, this sextant would be a convenience to the navigator, and is a great improvement over the old style sextant where a spirit level was attached to an ordinary sextant. In the old style sextant with bubble attachment, it was necessary to bring the body, the bubble, and the bubble marks together. This means that three objects must be viewed simultaneously, an operation which is about as easy as 'rubbing the tummy and patting the head at the same time.' With the Bureau of Standards sextant, it is only necessary to bring the observed body to the center of the bubble, when the latter is approximately at the center of the field. This operation can be done so easily that at first one is inclined to consider the method crude. As a matter of fact, results, using this sextant, are surprisingly close. Lincoln Ellsworth, on first trying out this sextant, made the observation, 'It certainly looks crude to give such accurate results.' This sizes up the matter perfectly. When used as a horizon sextant, it is practically as accurate as a horizon sextant. When the bubble is used there may be inaccuracy due to the motion of the ship. Yet a sight with an error of ten miles is better than nothing. While an ordinary horizon sextant is an accurate instrument, a bubble sextant with horizon feature offers many advantages.

"Another feature of the Bureau of Standards sextant which is especially good for night work, is the fact that a star may be viewed direct, through plain glass, making it almost as easy to pick up a star as it is to see it with the naked eye. The bubble is lighted up by a small electric light controlled by a rheostat. When observing the sun, the bubble is viewed direct while the sun is reflected.

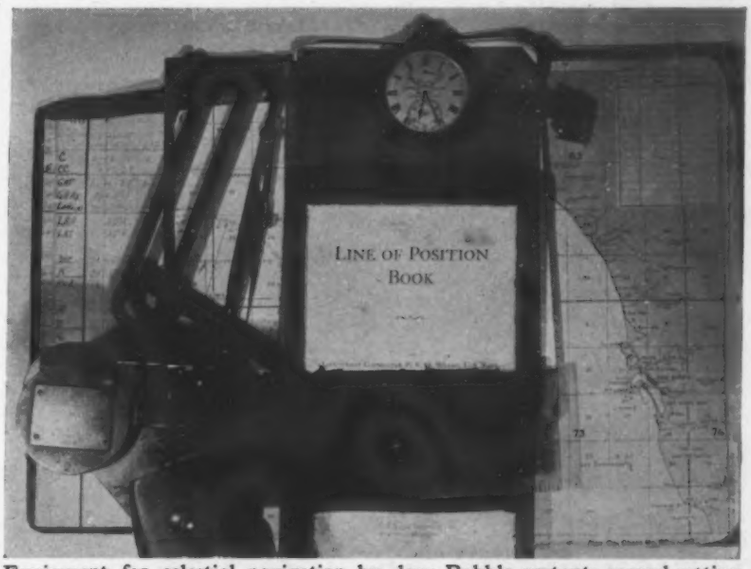
"The sextant is handy to operate, light (2¼ lbs.), compact and easy to read. There is a small reading light for night work.

"Withal it has numerous advantages over the old style sextant."

Heretofore the cost of a bubble sextant of good quality has been from $300 to $500. Now, however, this cost has been reduced to $200, or less, bringing this instrument within the reach of many small boat navigators.

It is when we come to the time piece that we save the greatest amount of time and labor. The saving which we will describe is due to the use of the radio time signal and to the newly invented second-setting watch. A few years ago it was customary to carry one or more expensive chronometers which were carefully stowed and rated.

Frequently a ship would go for weeks without getting a check on its chronometers. Since there is no such thing as a perfect time piece, these chronometers, due to the motion of the ship, change of temperature, and other causes, would gradually become less and less accurate. Now, however, with daily radio time signals we can keep better time for a day or so with a good ~~wrist~~ watch than was formerly possible with the most expensive chronometer which could be checked not more frequently than every two or three weeks. We are also indebted to the watchmaker for moderate-priced, light, accurate time pieces. The standard railroad watch, a 21-jewel, size 16 watch, will not pass inspection if it changes its rate more than 30 seconds in a week, and it is considered a poor watch if it changes that much in a month. There are 86,400 seconds in a day, and if a watch gains or loses more than one or two seconds it is a poor watch. Since an error of four seconds of time causes a corresponding error of one minute of longitude, and since an average navigating watch will not gain or lose more than two seconds, or less than half a mile in distance, we may consider that we have the question of time sewed up.



Equipment for celestial navigation by day: Bubble sextant; second-setting watch, set to Greenwich civil time; Line of Position Book; nautical almanac; board, chart, and dividers.

Having assured ourselves of the accuracy of navigating watches, we now come to the question of shortening the work for the yachtsman. Till now it has been impossible to make a watch keep the exact second of time, even assuming that it is running practically perfect; this is because it is not practical to set the second hand of an ordinary watch. By making use of the newly invented second-setting watch, we can easily set the watch to the exact second as often as we get a check on the time. If the watch is keeping time within two seconds, we should be able to read the exact time directly from the watch to within one second throughout the day. If there is any question as to the accuracy of the second-setting watch, it is only necessary to check the time either by radio signal or by a chronometer known to be right. Now, if we have a second watch rated to Greenwich sidereal time, we make a clear cut saving of the tedious and time-consuming operation of converting civil time into sidereal time.

Lt. Com. Weems using the bubble sextant and second-setting watch.

If, as in aerial navigation, we decide to concede a tolerance of two or three seconds, we may set the second-setting watch to the exact second of Greenwich apparent time for the middle equation of time for the day used. Thus, we have in one pocket the Greenwich civil time (or Greenwich apparent time), and in the other pocket Greenwich sidereal time, both to the exact second. Since approximately 50 per cent of all errors in navigation are made in computing the hour angle, the use of these trick watches has the added advantage of greatly reducing the chances of error. I am convinced that not only can we save 20 to 30 per cent in time and labor, but that we can also do more accurate navigating by the use of a pair of good second-setting watches than we can by the use of a box full of expensive chronometers.

It is an interesting fact that the sale of expensive chronometers has fallen off with the advent of the radio time signal. This means only that a less expensive chronometer with frequent radio ticks will provide time with sufficient accuracy.

Now we come to the question of solving the spherical triangle for the line of position after we have made our observation for altitude and time. Like "skinning the cat," there are many ways of working the line of position. If we can do the dirty work of eliminating the methods not to use, and can suggest to the yachtsman one simple accurate method, he can restrict his study to this one method, thereby saving time and considerable mental wear and tear. I have spent about four years at sea as navigator of various ships, have instructed classes in navigation for about the same length of time, and, in addition, have worked with the subject as a hobby for the past year or so. I made a special effort to try to discover the method offering the greatest number of advantages for the average navigator.

The method of my choice was developed by Hydrographic Engineer S. Ogura, of Japan, and by Captain Armistead Rust, U. S. Navy, retired, the former devising the altitude tables, while the latter developed the Rust's

(*Continued on page 86*)

Prominent American Yacht Clubs

As a yacht racing organization the Larchmont Yacht Club is one of the best known in the United States, if not in the world. Its broad lobby (center) is spacious and homelike and for nearly fifty years has been the meeting place of racing skippers and their crews. Above is a corner of the library and trophy room, and at the bottom is the clubhouse, as seen from the water.

Deep Water Sailing

Part VII—Bad Weather

By E. G. Martin

GALES of wind, though one may not meet with them very often, are really the determining factor in the design and equipment of every seagoing cruiser. Unless a man feels that his ship can encounter a heavy gale with success, he cannot put to sea in her with any confidence; and there is nothing which gives him so great a feeling of pride and security in her as the experience of such a gale encountered without mishap. No one can feel quite sure of his boat until he has handled her in every sort of weather. The word "gale" means very different things to different people. To some a wind of 40 to 50 miles an hour seems very serious. Others know that, given ordinarily fair conditions of sea and sea room, such a force means little to a first rate cruising yacht. Over 60 miles an hour really is bad. When the wind reaches this force it is scarcely possible to handle the ship to any extent, and one may even have to crawl along the deck on hands and knees.

As far as I know, the strongest wind I have ever met with in cruising was a gale in the North Sea of which the force, for about 24 hours, was given by the meteorological office as averaging from 65 to 78 miles an hour. We were returning from the Baltic in the *Chance*, a 52-foot square-sterned cutter displacing about 35 tons, and were hove-to for 48 hours. She never shipped any solid water, and suffered no damage at all. The point I would make is that the ship lay steadily upon the port tack, close-reefed, for the whole time. Nobody touched the helm, except for a few minutes during the culminating squall of the gale, when I let go the tiller ropes and held the tiller ready in case of need. It was one of those dense squalls, with lightning and blinding rain, in which one can see nothing and the wind may do anything in a moment. The wind did not shift, and the ship steered herself all through better than anyone could have handled her. I believe that ability to do this sets the standard by which the design of every ocean cruising yacht must be judged. *Jolie Brise* would do the same. I think that we never met with quite so strong a wind in her, but when we were caught in the Gulf Stream by a heavy nor'westerly gale the sea was far more dangerous than it was in the North Sea.

In deep sea cruising, except in the Gulf Stream and in tropical waters, one need not fear any very sudden changes of weather. The look of the sky and the barometer should give warning in good time for making preparations in a small yacht. Of all barometers I think that none can compare with a barograph for showing at a glance what is happening. A graph seems to convey far more than any series of recorded readings. The value of a barograph was made very clear to me once when anchored in Falmouth Harbor. We had come in with a fresh northerly wind and showery weather. At nightfall the sky cleared and the wind eased. When we turned in the glass was steady and there was no prospect of bad weather. Next morning, about seven, I saw that the record had fallen more than three tenths in less than three hours. The sky was clear and there was a moderate northerly breeze. But the fall was startling, and so we got the big emergency anchor shackled on before breakfast. Within half an hour, without any warning, the wind struck us "like a shot out of a gun," as the fishermen say. We let go the second anchor and rode all that forenoon in a smother of spindrift with both cables bar taut. If it had not been for the barograph I am sure that one would have taken it for granted that the fall had been gradual throughout the night, and would not have been startled into taking any immediate precautions. We had no room to drag, and the big anchor probably saved us from driving ashore. It is sometimes said that a barograph is unsatisfactory in a small boat. It is not the case; mine has worked in a ten-tonner just as well as in the larger yachts.

In bad weather it is certainly half the battle to have everything ready and the ship reefed down in good time. Sometimes one makes a mistake — particularly towards nightfall — and reefs for wind that never comes. But one never regrets having done so, for the night passes without anxiety, and it is far better to err on the side of caution than to risk being caught unawares when all sorts of catastrophies may take place in a few moments. At sea, especially, one mishap is apt to become the first of a series.

A great deal has been written about sea anchors. It has been proved beyond doubt by Voss and others that a small boat may ride to a sea anchor in safety through the most severe weather. But I believe that they are not much use in larger craft — perhaps of 40 feet or more on the waterline. I have never heard of our fishermen and pilots using them, which would seem to indicate that a good seagoing vessel is better hove-to. Apart from the need for unlimited sea room, the great objection to riding to a sea anchor is, I believe, the risk of damage to the steering gear. Even when hove-to, the strain upon the rudder and steering gear may be tremendous, and a ship riding to a sea anchor makes so much stern way that I doubt if it is possible to design steering gear which will withstand the strain.

It is quite easy to provide storm canvas and gear which will stand up to anything short of a hurricane. I cannot remember having ever torn a sail or parted a rope in a gale of wind, or having felt anxious on that account, but I have sometimes been very uneasy about the steering gear. When we were hove-to in the Gulf Stream I was afraid to leave the tiller lashed with the manila tiller-ropes because they would not give at all to the fearful jerks which the rudder gave. So we nursed it by hand, and this was very hard work. I think that two springy grass tiller-ropes made fast taut to the tiller about one-third of its length from the rudder head, would make a very good spring. I have no experience of being hove-to in a heavy gale with wheel gear, but probably, being rigid, this would feel the shocks more than a tiller. I think that the rudder, its hangings, and the whole steering gear might well be 50 per cent heavier than usual if a yacht is being designed especially for ocean cruising. Any form of gear in which a toothed quadrant is used I mistrust, for I have known several cases in which the teeth have jumped. With this type, there is, after all, no absolute mechanical connection between the rudder and the wheel as there is with any one of the screw gears. In that Gulf Stream gale, *Jolie Brise* made about 80 miles drift S.E. by observation, while the wind was about N.N.W. and the Stream probably running in a northeasterly direction. Every wave must have swept her backwards and sideways, and this accounts for the great strain upon the rudder.

Oil is a thing one has heard about, but it was not until we made this voyage that I had any opportunity of really trying it out, and learning how invaluable it is. I would

include a five-gallon drum of fish oil and a dozen small oil bags in the outfit of any deep water cruiser. J. R. K. Warneford, who was mate, thought even more highly of the oil than I did. He considered that it made things better when we were hove-to, while I thought it was not of much use in *Jolie Brise* except when the wind was aft. There is no doubt at all that if one can get a film of oil even ten yards to windward of the ship the effect is good. But in a very deep and weatherly craft like *Jolie Brise*, the lee drift is so very little more than the drift on the absolute surface of the water that the oil seems to have no chance of spreading to windward. I imagine that the real surface drift of the water may be only an inch or so deep, while the keel, nine or ten feet down, is, by comparison, in still water, and thus the oil does not spread to windward. Be this as it may, oil can only do good, and I would always use it, hove-to or running in very bad weather.

The oil bags we carried were made of fairly stout canvas, about nine inches by five inches, like small India rubber hot water bottles, with a string for tying up the neck. We put in about one-half pint of oil at a time, and towed them on the end of a short piece of fishing line. When hove-to it seems best to have about four on the weather side, spaced at the stem, the bluff of the bow, the main rigging and the quarter. They work best when the lines are just long enough to let them bounce along the water. I believe that when a ship is hove-to oil bags become more and more effective as her leeway increases; and I can imagine that a shallow centerboard yacht, with her board up, would keep a fine expanse of oily water to windward of her. Running before the wind is another matter, and when we were sailing thus in bad weather we often used oil. With the wind dead aft, four bags, one on each bow and one on each quarter, work well. The forward bags can be hung so that the bow wave keeps on throwing them out from the ship's side. The faster the ship goes the less effect will any given number of bags have. If she is sailing very fast a great deal of oil would be needed to make a "slick" wide enough and close enough to the ship to be of any use. In any case, we always found that the slower she ran the more comfortable she was. At times we set nothing but the small stay foresail "across the deck" (a plan which I mentioned when describing our hard weather rigs), and sometimes we had no canvas set except a very small storm jib, sheeted flat aft, as a safeguard against broaching-to. Even like this, she would have sailed too fast running before a really heavy gale, and I came to the conclusion that then the best plan would be to use the smaller sea anchor, or even the larger one, as a drogue over the stern, and to use plenty of oil, with the ship making hardly more than steerageway. Fortunately, we never had to try this, but I think that by this means a small vessel might be brought in safety through a gale which was so violent that she could not weather it out hove-to. This is only theory, for a really seaworthy little ship can apparently lie-to in a wind of over 70 miles an hour, and I have not, to my knowledge, been at sea in anything worse. One cannot forget that at times the wind does reach hurricane force, and I believe that then the only thing possible would be to turn tail to it — in fact, to ride by the stern to a sea anchor.

Once when I was exploring the Thames Estuary in a half-decked 15-foot sailing boat, I took refuge for nine hours in a deeply laden Thames sailing barge. For a part of the time the wind registered 108 miles an hour at Sheerness Observatory. It was a most extraordinary experience. The barge had only a few inches freeboard and was in smooth water, close under the river bank. Once we had lowered the mast, there was no fear of dragging; but it was a real struggle to crawl forward on hands and knees, and it was only by the skill of the crew and great good fortune that the mast was lowered without accident before the wind reached its greatest strength. The worst came with thunder and lightning, and when it struck the anchorage, all the unladen barges blew straight across the river, as if they had no anchors down, and piled up on the other bank, which luckily was soft mud. At such a time, if a man stood up without holding on with all his strength, I am sure he would be blown overboard at once, and unless a ship lay flat upon her beam ends any rag of sail would be blown away. So the only thing to do would be to turn tail, use oil, and trust in providence.

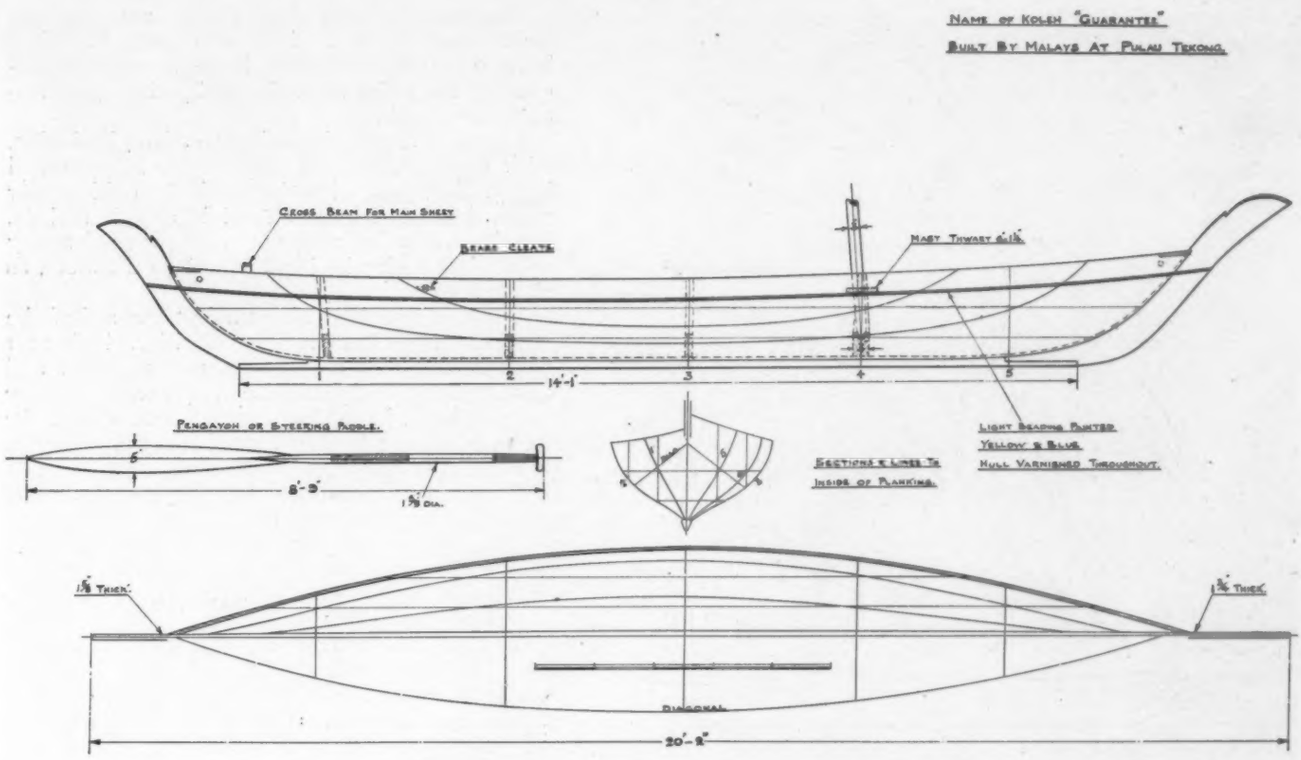
If a ship has not got really deep bulwarks it is worth while scheming out a really efficient set of life-lines, and setting them up in port before starting. Afterwards they can be stowed away, properly fitted. In case of need they can be rigged in a very short time, and will be much more likely to be really efficient than a makeshift arrangement made in bad weather. A very rigid gallows for the main boom, extending from rail to rail, is a fine safeguard at sea and enables one to make fast the after ends of the life-lines breast high and to set them up taut. A good lashing is needed for the helmsman. For this we used a piece of stout rope having a sliding noose in the end. A man can sit comfortably with this around his waist, and if he does get shifted the noose draws tight. If the rope is made fast amidships it will allow the helmsman to move to either side of the ship, but he cannot be washed overboard.

In a really good sea boat a gale may be a time of rest rather than of hardship for the crew. Not, of course, that they will be as comfortable as they would in smooth water, but the motion is far less tiring than it is when the ship is bound to windward in a fresh breeze. Even in very bad weather when the ship is hove-to, there is not much difficulty in having regular meals. Moreover, there is nothing to be done on deck beyond keeping a watchful eye upon the ship and the progress of the gale, and this is a responsibility which rests mostly upon the skipper. It is not that there may not be others on board who are equally able to do it, but most skippers, I think, feel that it is up to them, personally, to see their ships through any time of emergency. It is not hard work, physically, but the incessant roar of the wind and, if the gale is heavy enough, the trembling of the ship become a great strain after a time. The trembling is very curious and disquieting. It comes, I fancy, because the wind makes the main rigging vibrate like the strings of an enormous double bass.

For those who like such writing, there is, in Pierre Loti's "Pecheur D'Islande," a most wonderful description of the onset and progress of a gale. He tells of the exhilaration which comes at first— how the men sang, how grandly the ship behaved and how they watched her; how their senses slowly became numbed by the violence of the motion and incessant uproar; how they would have given anything for just one moment's utter stillness. Loti was a sailor who had been through it all himself.

When a man looks back at the times he has spent at sea, it is not so much the splendid sails and fast passages which he recalls most clearly; it is the gales he remembers — almost in every detail — and by curious contrast, the very rare occasions when he has felt the dead stillness of absolute calm — calm when sea and sky are still as death, without sound or movement anywhere. Once only can I remember such a stillness upon a very dark night, and then the sensation was extraordinary. Except for the knowledge of contact with the deck, one seemed to have passed right out of the world. About gales there is something grand, something which grips the imagination, and for a time gives a feeling of splendid strength and vigor. This emotion is, however, not sustained, and after some hours it passes, and weariness and perhaps anxiety take its place. For sheer beauty I have never seen anything to

(*Continued on page 94*)



Lines of a Malay Racing Koleh

One of the First of a Series of Articles Giving the Designs of Some of the Unusual Craft of the Far East and the South Seas

By William Maxwell Blake

THE set of plans given herewith are of a three-depa Koleh (canoe) belonging to a Malay named Jahal Bin Dorasim, living at Kampong Rokok, Singapore, in the year 1927. The boat herself was built by Malays at Pulau Tekong, an island off the east point of Singapore Island. She cost $130 (Straits money), or about $75 in American currency.

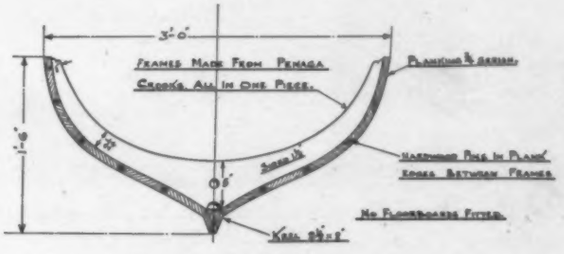
Now a depa is a fathom's length and is universally used as a standard of measurement amongst seagoing Malays. The length of the boat is measured at the beading line, the sails are of about equal areas, but are not restricted in shape, and the crews are limited — all of which makes for simplicity of class and should delight the soul of that mentor of Solent fame, "Thalassa."

This particular Koleh, of which I took off the lines and drew the plans, is 18 feet long, the beam being only 3 feet and the depth amidships, 18 inches. The sail area is 152 square feet.

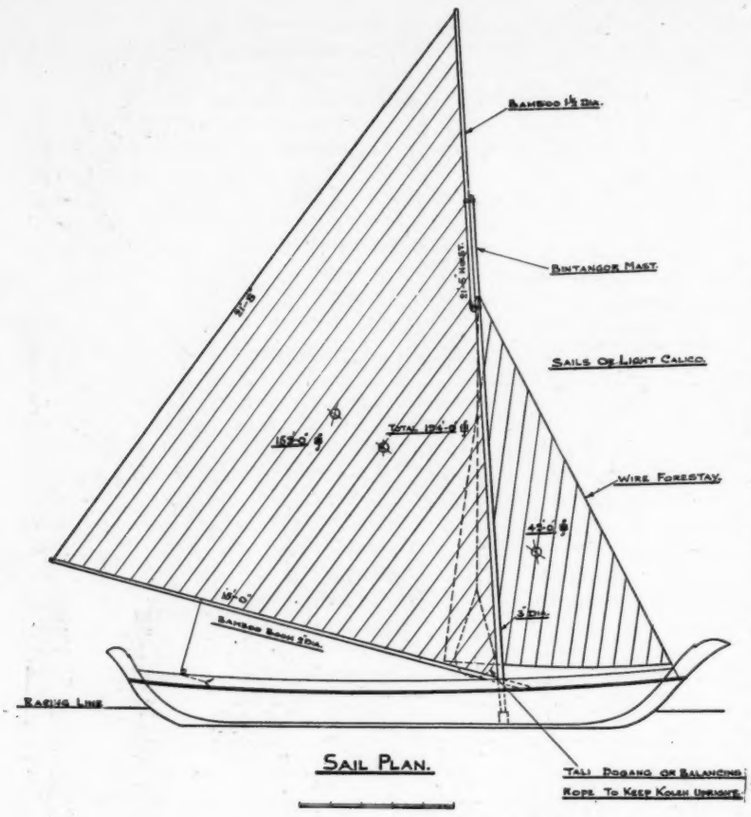
Jahal, who owns this Koleh, is a Malay of the best type — sturdy, independent, with a great sense of humor. He is never more happy than when racing his Koleh against the rest of his village. So successful has he been that in the fulness of his heart he named her *Guarantee*, being sure of always winning a place.

The little craft is beautifully built and is kept in apple-pie order. She is used for racing only, her owner and his son comprising the crew. Their Kampong, or village, is built over the water on piles, and at high tide they have ideal racing conditions — a large area of landlocked water, smooth as a mill pond and well served with winds during both monsoons.

In sailing this Koleh Jahal sits aft, wielding the large, heavy steering paddle, attending also to main and jib sheets and bailing with his foot as occasion demands. His son literally keeps the boat upright by an acrobatic performance that has to be seen to be fully appreciated. From the mainmast, just above the forestay, the Tali Dogang is made fast and kept from slipping down by a wooden peg. This Tali Dogang consists of a length of manila rope, one inch in circumference, that passes through the bridle in which the son sits. It can be adjusted to any length to suit, and made fast. The bridle is made of stout canvas doubled, two inches in width, with an eyelet at either end. Now this makes a most comfortable, if precarious seat, and with feet on the gunwale the live ballast sways out and in as the boat heels to varying weights of the wind. In maintaining the balancing, rope is passed around the fore side of the mast, and the sails


3'-0"
FRAMES MADE FROM PENAGA CROOKS, ALL IN ONE PIECE.
PLANKING 3/8 GARBOARD.
1'-6"
HARDWOOD PEG IN PLANK KEEPS BATTENS FRAMES
NO FLOORBOARDS FITTED.
KEEL 2 1/2 x 2"

SECTION AT No 3.



SAIL PLAN.

are not filled until the live ballast has readjusted itself.

The speed obtained by these Kolehs when reaching is wonderful. With a dozen canoes racing neck to neck, excitement is high and the contortions of ballast and steersmen are matters of astonishment to those looking on.

The boats are very close-winded, and they run well. Going about is their weak point and they have to be paddled around; however, any deficiencies on this point are nullified by their performance on a reach.

The sails are of the lightest calico obtainable, with narrow seams, and are laced to mast and boom. The topmast is lashed to the lower bintangor mast, thus eliminating all weight aloft in fittings. No shrouds or backstays are used, but a forestay of one-half inch wire is made fast to the stem, as shown.

The boom projects about a foot forward of the mast and is set back and down with a single part tackle. The sails are almost never reefed, and although the boats capsize frequently, they are soon righted, bailed out, and started again, the crew, no doubt, hoping that similar mishaps will occur to the others.

I hope at some future time to give particulars regarding the six-depas Kolehs, rigged with sprit mainsails and carrying crews of a dozen men, which race on state occasions only. They were much admired by H. R. H. The Prince of Wales when he was in Singapore.

In these canoes there is just a shade of hollowness in the after lines to ease the delivery of the displaced water, and the beautifully clean lines and V-shaped sections (becoming more acute fore and aft) make the boat wonderfully easy in any lope. Owing to the flare, there is good reserve buoyancy above the load line to keep them dry, while the overhanging ends and easy bow and buttock lines produce nicely lifting extremities.

While these craft are designed as much for paddling as for sailing, they appear to carry far more canvas than any home racing canoes known to us, though the centerboard and flat floors of the latter give more initial stability.

Vanitie, Harry Payne Whitney's schooner in her first appearance of the season at the Glen Cove Regatta of the New York Yacht Club, when she was sailed for the first time by Commodore Henry L. Maxwell.

Photo by M. Rosenfeld

Part of the great fleet of yachts anchored along the historic Thames for the annual Yale-Harvard Regatta, June 22nd. It was probably the largest rendezvous of pleasure craft ever witnessed.

Racing Results of the Month

Princeton Wins May Challenge Cup

THE leadership of Yale, Harvard, and Princeton in athletic endeavors may remain a disputed matter for a long time to come, but there is no reason — this year at least — for question as to preëminence in yacht racing. An able crew of Princeton Corinthians definitely settled the subject of "Big Three" supremacy in marine activities on June 13th and 14th by annexing the May Challenge Cup, emblematic of the first Yale-Harvard-Princeton yachting title, in a series of events held under the auspices of the Pequot Yacht Club at Southport, Conn.

George Oliver May, of the Pequot Yacht Club, donated the trophy in the hope that intercollegiate yacht racing would become permanently established. The May Challenge Cup is a three-year prize; the first institution that succeeds in capturing it three times will gain permanent possession. At the conclusion of this period. if enough interest has been manifested to warrant continuation of the competition, Mr. May will place a perpetual trophy with a view toward making it national in character.

The victory of Princeton was made possible by a smoothly functioning crew led by Arthur Knapp, Jr., of Bayside, L. I. The all-round sailing of the Orange and Black skipper in the two races was of the finest seen in nautical competition this year. After his victory in the inaugural race on Wednesday, June 13th, in which he led a procession around the triangular course of eleven miles, there appeared little doubt as to where the cup would find its first resting place. The crushing defeat of Yale and Harvard on the second day in which the Tiger tars led the Blue across the finish line by 3 minutes and 50 seconds with the Crimson trailing 59 seconds further astern, clearly indicated the sailing supremacy of the Princeton crew.

Princeton's second victory clinched the series, and had the three races been sailed as originally planned, it would have been impossible for the Orange and Black to lose except by an unforeseen disqualification. The Tigers' 6¼ points were the result of two victories, while Yale, finishing second in each race, totalled four points. Harvard trailed with two. Yale proved to the large spectator fleet that her crew was composed of good men, but it was simply a case of being second best. Harvard is to be commended for her gallant stand. The team was gathered at such short notice that little time was had for preparation.

The crews used the new eight-metre one-design sloops owned by members of the Pequot Yacht Club, which had been brought to Southport after a hazardous trip from Halifax. In the first race Princeton sailed *Sonny*, owned by Jack Schiott; Yale sailed *Gairlee II*, belonging to George Gair; Harvard used *Bangalore*, owned by Wilder Gutterson. In the second race held on Thursday, June 14th, Princeton was boated in *Bangalore*, Yale in *Sonny*, and Harvard in *Gairlee II*.

Princeton's victory in the opening race was made possible chiefly by the ability of Skipper Knapp in working up a large lead on the first leg of the course. This was a run of approximatelythree and one-half miles from the starting line established about a mile south of the Southport breakwater to the channel buoy off the entrance to Saugatuck Reef. On the beat to the second mark, established out in the middle of Long Island Sound, Yale split tacks with the others, gradually cut down her handicap, and gained on Princeton. Harvard, in turn, fell away badly and was

far astern of the "Blue" ship. Princeton finally shook off the threats of the Bulldog, working out a lead which continued to the finish line. Because of the almost flat calm, the course for the second race was shortened to 6 9/10 miles. The starting line was established about a mile south of Southport breakwater. The victorious crew, in addition to its skipper, was composed of Charles Hewitt, Robert Garland, Henry Bedeman, and Rufus G. Smith. On the Yale team were John King, Commodore of the Yale Corinthian Yacht Club, skipper, and Duncan Sterling, Jr., Briggs Cunningham, and Oliver May. The Harvard boat had John Valentine as helmsman, and William King and Francis Spalding as members of the working crew.

Crew prizes for members of the Princeton team were donated by F. T. Bedford, of the Pequot Yacht Club.

FIRST RACE — COURSE 11 MILES — START 2:30 P.M.

Boat and Skipper	*College*	*Finish*	*Points*
Sonny, Arthur Knapp	Princeton	5:01:24	3¼
Gairlee, John King	Yale	5:03:02	2
Bangalore, John Valentine	Harvard	5:04:55	1

SECOND RACE — COURSE 6 9/10 MILES — START 1:30 P.M.

Boat and Skipper	*College*	*Finish*	*Points*
Bangalore, Arthur Knapp	Princeton	3:13:53	3
Sonny, John King	Yale	3:17:43	2
Gairlee II, John Valentine	Harvard	3:18:42	1

PAUL E. WARBURG.

Tycoon, Clifford D. Mallory's new Twelve-Metre, which beat the Class M sloops twice in the annual regatta of the New York Yacht Club off Newport.

New California Craft Wins Two Events

WITHIN a month of her launching, Lester Stone's jib-headed cutter *Migirl* "cleaned up" in her first two races. In the San Francisco to Santa Cruz event, sailing with a 40-minute handicap over *Shawnee*, scratch boat, *Migirl* finished first in actual time as well as in corrected time, *Shawnee* finishing four minutes later. *Chance* took second place on corrected time, and *Noname*, third. Weather conditions varied during the race from light to extremely heavy winds at the finish. The winner covered the course in exactly 10 hours. The starters were: *Shawnee*, 75-ft. ketch; *Yankee*, 53-ft. schooner; *Migirl*, 50-ft. cutter; *Mary Beth*, 40-ft. yawl; *Sandpiper*, 35-ft. schooner; *Chance*, 23-ft. sloop; *Mab*, 23-ft. sloop.

In the race at Santa Cruz, *Migirl* again romped in with the honors, finishing first in elapsed time as well as corrected time, with the Santa Cruz Yacht Club's sloop *San Lorenzo* placing second, and *Noname* third.

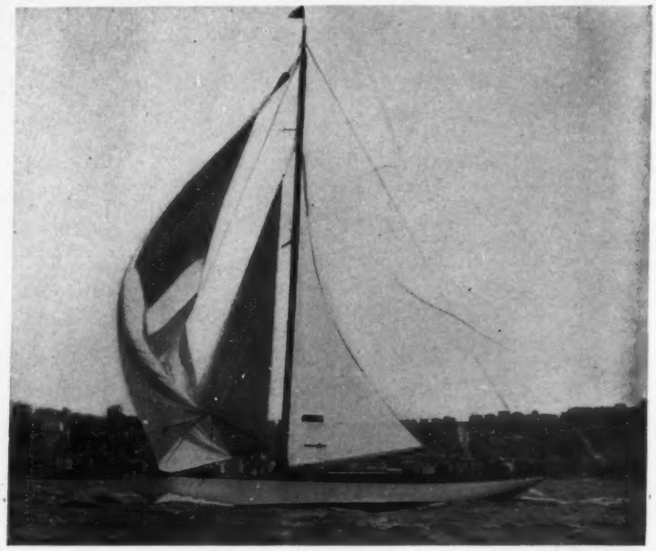


Photo by Scott

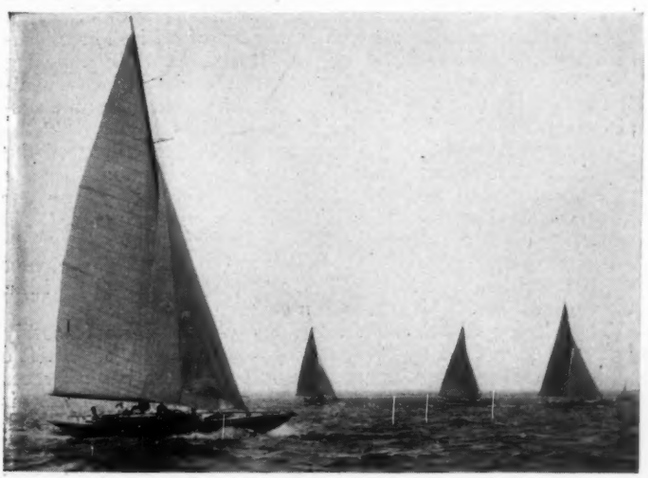
***Migirl*, a new San Francisco cutter owned and sailed by Lester Stone, which "cleaned up" in her first two races on the bay.**

Diablo Wins Palos Verdes Trophy

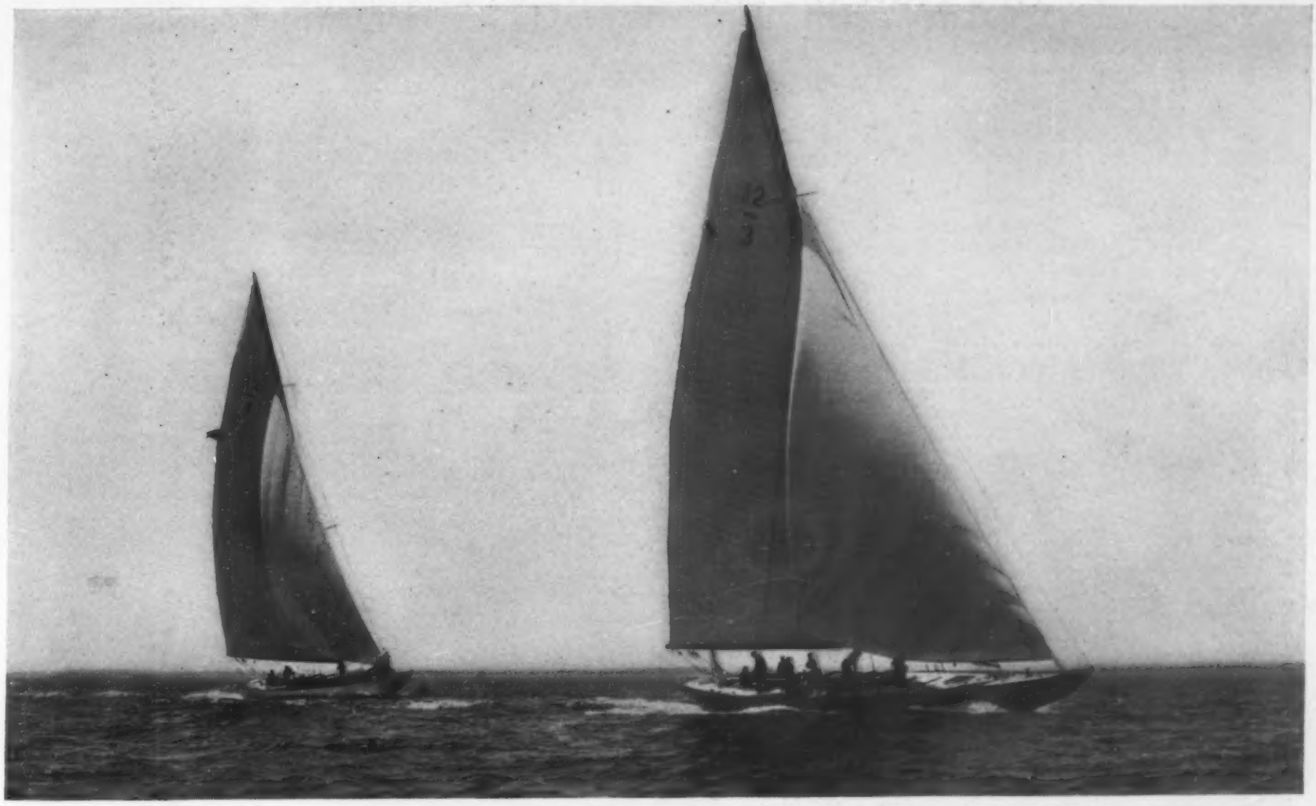
THE Palos Verdes Trophy, for which cruising sailors of the California coast have vied for many seasons, passed into the permanent possession of W. W. Pedder, of the Los Angeles Yacht Club, on June 10th when his 68-foot schooner *Diablo* won the 126-mile race around San Clemente Island and the third leg on the big cup.

Diablo, in circumnavigating Santa Catalina and San Clemente Islands in 28 hours, won not only the Palos Verdes Trophy for the best corrected time of 24 hours and 18 minutes, but also won the Class Two event, beating her nearest competitor, Syl Spalding's yawl *Westward* by two hours. In Class One the winner was the 45-foot schooner *Ocean Waif*, owned by Hugh Angleman and Tom Smith, and sailed by Nick Potter, with corrected time of 26 hours and 37 minutes. Second in the small class was Robert Dematteis' staysail schooner *La Volpe*, 27 hours and 19 minutes. Morgan Adams' 136-foot schooner *Enchantress*, the scratch entry, won in Class Three, with an elapsed time of 27 hours and 34 minutes.

The first leg of the San Clemente Race, a 30-mile beat from the start at San Pedro to the west end of Catalina, was this year sailed in a fresh westerly. *Enchantress*, *Diablo* and *Westward* got around at sunset, half an hour ahead of *Ocean Waif* and *La Volpe* and carried the dying westerly so far down Catalina Island during the night that the eight smaller entries could not save their time.



The new eight-metre yachts at the New York Yacht Club Glen Cove Regatta, June 15th. At left is the Anker-designed *Sonny*. The others are the Burgess-designed boats.



The new 12-metre class in the Glen Cove Regatta of the New York Yacht Club. In the racing off Newport, June 26th–28th, C. D. Mallory's *Tycoon* beat the Class M yachts rather handily.

Tycoon Triumphs in Newport Regatta

THE outstanding performance in the two days of racing which marked the New York Yacht Club's seventy-seventh annual regatta at Newport, June 25th and 27th, was easily that of Clifford D. Mallory's new Twelve-Metre *Tycoon*, which outsailed the larger Class M boats on both days and on the second actually took the combination sloop prize away from the 21½-metre cutter *Blackshear*, ex-*Katoura*, in weather that was distinctly favorable to the longer and heavier boats.

Tycoon's performance on the first day nearly precipitated a crisis around the clubhouse. Towing up from New London, where several boats had been delayed by heavy fog, she arrived in time to get away on her gun at Brenton's Reef lightship, but Mallory, seeing no competitor in his own class, cruised by the committee boat, and announced that he would start with the Class M boats. This he did, waiting until *Valiant*, *Prestige* and *Chiora* had all crossed the line and then going out after them on the seven and a half mile beat to the weather mark off Point Judith whistler in a light sou'wester.

Prestige dropped out of the race on the windward leg and went ambling off to the eastward somewhere. *Valiant*, sailing her first race, took the lead of the class near the start and held it, but not without difficulty. *Chiora*, the ex-"Fifty," proved an easy victim for the little twelve-metre boat, however, and long before they reached the weather mark Mallory had tucked the big black sloop under his stern. He finished half a minute ahead of her and less than two minutes astern of *Valiant*. Now the "M" boats give the "Twelves" something like half a minute a mile, or seven and a half minutes over the 15-mile windward and leeward course that was sailed on both days.

The race committee, however, put *Tycoon* down on the official record as having started on her scheduled time, which killed her time allowance and then some. But next morning, when Vice-Commodore Aldrich, of *Valiant*, was congratulated on winning the Class M prize he retorted that he didn't know he had and he'd be so and so if he'd take it after a smaller boat had waited ten minutes for him and then beaten him fairly and squarely. The upshot of the situation was an agreement that thereafter the "Twelves" and the "M" boats would be started and raced as one class.

The second day, Tuesday, turned out to be a dud, due to a fog that was thicker than burgoo and twice as wet, and nobody went out. On the third day, however, the fog lifted just in time and the breeze, from the same direction as Monday, freshened, piling up a nasty wind chop diagonally across the surface of a long swell that was heaving in from the southward. Under these conditions, it appeared that the larger "M" boats, with ten feet more length and a few tons more weight, would walk away from the "Twelves," of which there were now three, *Iris* and *Onawa* having arrived Monday afternoon, but too late to race on that day.

If it had not been for a couple of breaks, it might have been nip and tuck between the "M's" and "Twelves" that day. One break was *Valiant's* start, which was terrible, and the other break came when *Prestige*, after taking an early lead and walking steadily out to windward of the rest, lost a man overboard just after rounding the windward mark and was passed by three boats while picking him up. Meanwhile both *Tycoon* and *Iris*, fighting it out neck and neck with each other, had hung onto the bigger boats astonishingly, and while *Valiant* was first of the class to finish, *Tycoon* beat her two and a half minutes on corrected time and *Iris* just managed to save her time — eight seconds of it — to take second prize.

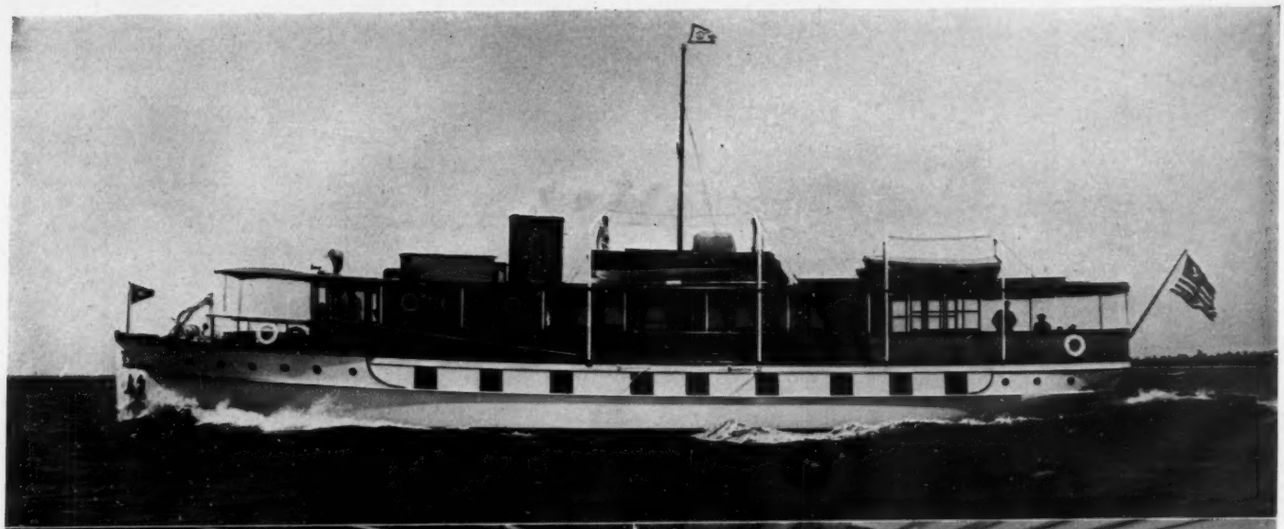
Hereafter, for a time at least, the Twelve-Metres, which rate at the bottom of Class M, and the old "Fifties" and other "M" boats, exclusive of the "Forties," will be raced as one class.

Aside from *Tycoon's* performance, one of the most noticeable things at Newport seemed to be the improvement in *Katoura*, now called *Blackshear*. John S. Lawrence, who sailed her both at Newport and on the Eastern cruise last summer, says she is an entirely different boat. She took the sloop cup easily the first day, galloping around the course all by herself in a couple of hours. The second day *Vanitie*, with George Nichols at her wheel, came out and beat her by six minutes or so, but *Blackshear* finished ahead of *Resolute*.

Harold Brooks's little Class F schooner *Mary Rose* took the

(*Continued on page 98*)

And Now the Diesel-Powered Houseboat



In the development of the houseboat type of power cruiser the Diesel engine is fast finding its place. The 94-footer *Nicoya*, shown here, is owned by F. B. Lovejoy, of Montclair, N. J. A product of the Mathis Yacht Building Co., of Camden, N. J., she is both pleasing to the eye and unusually able and roomy for her size, with a commodious deckhouse, large staterooms and plenty of deck space. For power she has two 175 h.p. Winton Diesels. She is interesting as the latest development of specialists in the design of power houseboats.

New Bedford-New Haven-New London Auxiliary Race

By Alexander Moffat

THE evening of June 18th saw as fine a fleet of small auxiliary cruising craft anchored in Padanaram Harbor as ever gathered for a race of this kind. Under the able management of George Sistare, of the Cruising Club, the fleet was fueled and checked in time for all hands to partake of the hospitality of the South Dartmouth Station of the New Bedford Yacht Club which furnished a chowder to the visiting yachtsmen.

The morning of the 19th offered small encouragement in the way of weather; a southeaster with rain and fog promised a dead muzzler for the first leg of the 162-mile course which offered a choice of Quick's Hole, Canapitsit Passage, or Sow and Pigs to Vineyard Sound and the whistler off Noman's Land, which was the first turning mark. Perhaps it was the weather which reduced the entry list, or, perhaps, the fact that in some cases the crews did not show up at the last minute. At all events, of the 25 auxiliaries scheduled to start only 17 were actually started on the intervals of their time allowance.

Naomi, of Marblehead, owned by Duncan Dana of the Cruising Club, was sent off at 4:16 A.M. This husky little yawl, only 19 feet over all is probably one of the smallest legitimate cruisers on the coast. It speaks well for Captain Dana's seamanship that he knew when to quit. Eight miles west of Noman's Land whistler the going became too steep and *Naomi* wisely ran for shelter.

The scratch boat, *Rumpus*, of Vineyard Haven, a 50-foot schooner owned by William P. Farnsworth, was the last to start, taking the gun at 1:55 P.M. First to reach the turning mark at New Haven breakwater, *Rumpus* maintained the lead she had established, crossing the finish line before the arrival of the committee boat from New Bedford. It was not anticipated that the winner would complete the course at an average speed of better than 8 knots. *Vagrant*, of Manchester, the 40-foot yawl owned by William H. Coolidge, Jr., was driven to the limit from start to finish and crossed the line 30 minutes after *Rumpus*, closely followed by the Padanaram schooner *Pennesseewassee*, owned by Earle Smith, with Mrs. Smith as a member of the crew. The remainder of the fleet trailed in the following order: *Naushon*, *Onda II*, *Rondinella*, *Houqua*, *Yankee*, *Edna*, *Youth* and *Black Squall*.

***Rumpus*, William P. Farnsworth's Dobson-designed schooner, won the long race in fast time.**

Edna, George Sistare's fast sloop, lost several gallons of precious gasoline allowance in the bilge, a misfortune which put this otherwise dangerous contender for honors out of the running. *Naushon*, Frank Vining Smith's new yawl, carried away her main boom, but in spite of this mishap managed to hold fourth place. *Mesoma*, a handsome new Casey ketch launched the day before the race, had no opportunity for a shakedown. *Lion's Whelp* found *Mesoma* in Block Island Sound having trouble with the steering gear and with characteristic sportsmanship Shaw Sprague dropped out of the race to render assistance.

Perhaps the best picture which can be given of the conditions under which the race was run can be gained by following the fortunes of one of the less successful competitors, *Houqua*, a 35-foot over all ketch, which started with 22:6 gallons of gas at 11:04 A.M. We dove off into the fog and rain into unfamiliar tides, closely followed by *Naushon*. As far as we could judge by her course, she elected to run across Buzzard's Bay for Quick's Hole. *Doubloon*, which started just ahead of *Houqua*, was soon lost to sight in the fog. We elected to carry the strength of the ebb under sail and power down the west shore of Buzzard's Bay, close-hauled on the port tack, the wind southeast and moderating. On picking up the sound signal on Hen and Chickens light vessel the wind seemed to back a little to the eastward, so we hoped for the best and laid a straight course under power from the light vessel to Noman's whistle in a confused, sloppy sea, the aftermath of the morning's breeze.

The whistler was exactly where it was supposed to be and so was the committee boat. As we rounded we caught sight of *Edna* just astern and realized that she had wiped out the hour and a half of handicap which she had had to give us. During the late afternoon the wind fulfilled its promise of backing into the east and northeast which meant that if we were to get any speed out of the *Houqua* we should hunt smooth water. Accordingly, we laid for Point Judith, planning to keep under the lee of the beach and pass through Fisher's Island Sound. The fog scaled and the wind settled definitely into the northeast as if it meant to stay there and blow,—which it did. Logging seven knots with main, mizzen and ballooner, the little Red Wing did not add a fraction to our speed, so the engine was shut off.

The night was black but clear, the wind all that anyone could ask, over the starboard quarter. The navigation lights stood out like jewels as we picked up one after another in the most glorious night's sail any of us aboard *Houqua* could remember. The little ketch tore along like a snow plow bewitched, reeling off the miles at seven and even eight to the hour. Passing inside Long Sand Shoal, Falkner's appeared just at daybreak. Off Branford Reef we passed *Rumpus* walking to windward, headed for New London under full sail and motor in altogether too impressive a manner. *Vagrant* was abeam to leeward. Several sails appeared between us and New Haven. The prospects did not look encouraging for *Houqua*. Dawn showed a hard sky with signs of more wind. Judging from the behavior of the vessels ahead there was something blowing down New Haven Harbor of considerable more velocity than anything we had yet had. And so it proved. A single reef in the main was taken under the lee of the east breakwater while the engine maintained our speed. The committee boat from the New Haven Yacht Club looked as if the committee had spent an uncomfortable night but Captain Osborn was game and stuck to his post. We reported name and sail number and found ourselves in company with *Onda II*, *Naushon*, *Rondinella* and an unidentified black schooner which must have been *Pennesseewassee*. Then started the long drag back to New London under power and sail with ample gasoline to run out the whole distance. By noon the wind, still freshening, made a second reef in the main necessary. *Onda II* took off her foresail. With the finish line a mile to windward the engine stopped. A hasty exami-

(*Continued on page 112*)

Editorial

The Bermuda Race

THE Bermuda Race of 1928 will go down in yachting history as the most successful event of its kind ever sailed. This is due primarily to the hearty support accorded it by the yachtsmen of the United States and to the careful and painstaking manner in which the yachts were outfitted for this long run offshore. Since the revival of the race in 1923, it has been growing in popularity with those who own able and seaworthy yachts capable of standing a hard drive across the Gulf Stream, until this year found 24 boats at the starting line off New London — the biggest fleet ever to sail a race of this distance, as far as our records go.

In speaking of the success of the race, due credit should be given to the hospitality of the Bermudians and to the charm of the islands themselves. Win or lose, all hands are made to feel the friendliness and good will of the people of that little group of islands lying far out in the Atlantic. Themselves of seafaring stock, they take an intense interest in the adventure, and the welcome accorded the fleet on its arrival is in itself ample recompense for the sail, no matter how hard or how long it may be. In behalf of the crews of the 24 yachts that took part in this year's event, we want to thank whole-heartedly the people of Bermuda in general and the members of the Royal Bermuda Yacht Club in particular. All hands are looking forward eagerly to 1930.

Amateurs vs. Professionals

It is to be regretted that the professional crews of some of the larger yachts in the recent Transatlantic Race showed so unsportsmanlike an attitude toward a very sporting event as to jump ship in a body the day before the start. This action emphasizes, more than anything else could have done, the wide difference between the viewpoint of the professional and that of the amateur in sport.

It is true that the professional follows the sea for a livelihood. To him such a race is merely a matter of dollars and cents. There is no glamor about such a voyage to him, and he is concerned only with how much he is going to get out of it. Yet this has not always been so, and the crews of some of our crack ships in the old clipper days, and of some of our yachts in the past, have had a pride in the ships they had signed on scarcely less than that of the master or owner. Unfortunately, the breed of sailormen found on yachts today has apparently deteriorated badly.

Quite different was the spirit manifest on the four small yachts that started for Santander a week before the large class, and on the yachts in the Bermuda Race. To the crews manning these boats the race meant just as much hard work, discomfort and possible hardship as it did to the professional; yet the skippers of all the entrants had more men to choose from than they could possibly use. The only difficulty was to select the best. To such men the race was a sporting event of the first magnitude. They had faith in their little vessels and were keen to get the most out of them that was possible. Barring, perhaps, experience at sea, these men make a much better crew than the professional yacht sailor, and this, perhaps, is the reason that sailing today is done chiefly in small yachts and is becoming a strictly Corinthian sport.

From the viewpoint of the benefit to the sport at large, such races as the one to Bermuda, or that of the small class in the Spanish Race, are of much greater value than any event dependent upon the professional sailor. Yet the public and the daily press apparently cannot get over the idea that in a yacht race it is only the size of the yacht that counts.

The American Sixes Abroad

Judging from the showing of the American "Six" *Saleema* at Sandham, Sweden, where she raced for the Scandinavian Gold Cup, it does not look as if things were quite so "rotten in Denmark" as we were inclined to believe last year, when our "Sixes" got a trimming off Oyster Bay in September. Meeting the pick of Six-Metre yachts of ten countries, Sherman Hoyt and Henry Plant showed that we can still design fast boats and sail them well. Winning the first and third races, *Saleema*, which Mr. Hoyt designed himself, entered the finals with one race up on her only competitor, the Norwegian *Figaro V*. That the Norwegian boat finally took the series by winning the next two races does not alter the fact that the American boat was among the best at Sandham. Details are still lacking, but evidently Sherman Hoyt has again demonstrated his ability as a keen racing skipper, and *Saleema* has proved him a clever designer.

On the Clyde, the team of four American "Sixes" are still battling it out with the Britons as this is written. For the first two races it seemed a pretty even thing, with the American team taking the first event rather handily and the British the second race by about the same margin. The result of these two races leaves us with hope as to the final outcome, and also with some optimism as to our chances for winning back the Seawanhaka Cup. At Amsterdam we will be represented for the first time afloat in the Six-Metre and Eight-Metre classes, and also in the 12-foot class.

All this international racing should result in a broader viewpoint and a widening vision.

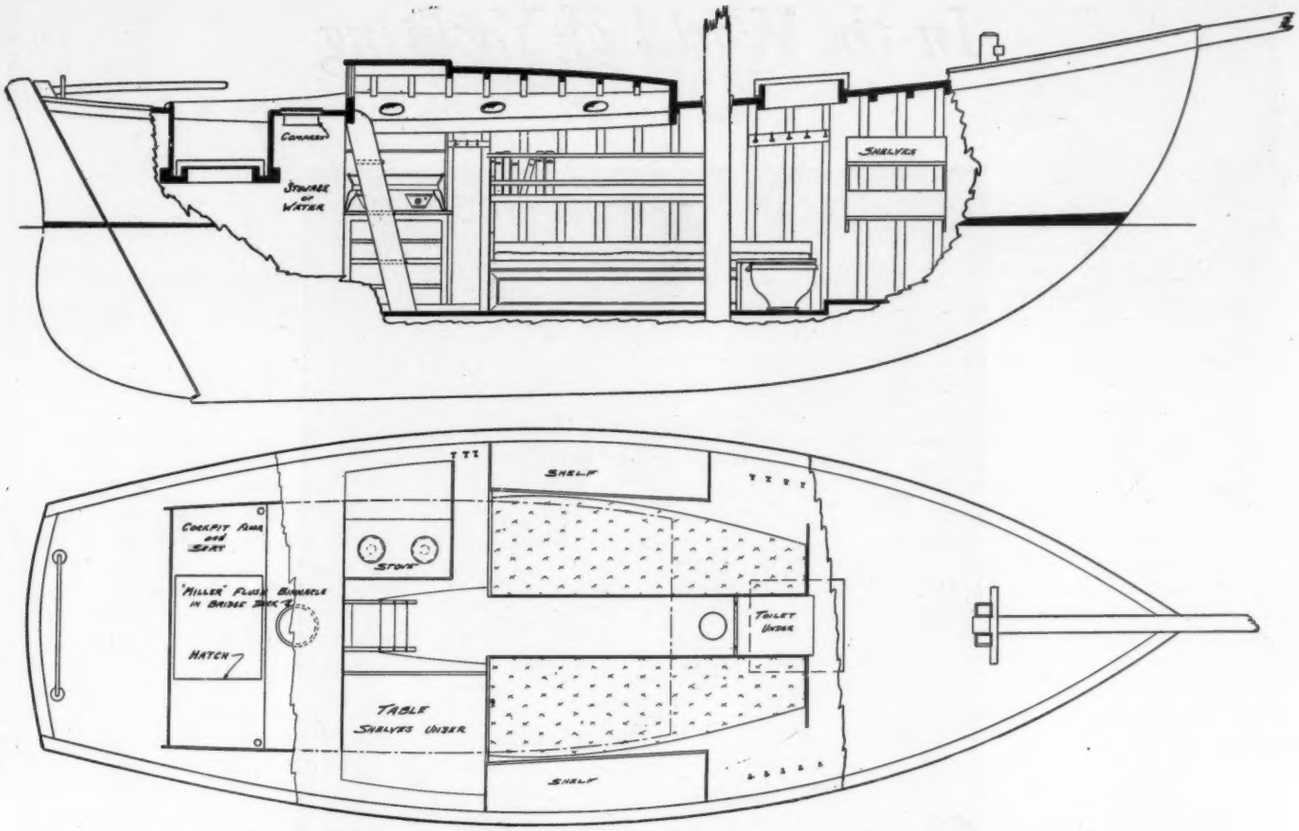
In the World of Yachting

JOSEPH B. DUNBAUGH

THE genial vice-commodore of the Larchmont Yacht Club, Joseph B. Dunbaugh, is so well known to racing men on Long Island Sound as to need no introduction. Although it is only some six or seven years since he became actively interested in racing, he has, in that space of time, been very active indeed, owning and sailing no less than four yachts that have been prominent and successful in their classes.

Starting in that hot racing class, the New York Yacht Club "Thirties," in 1923, with the "Countess," which he sailed with "Corny" Shields, he raced hard for two years, "Countess" winning the class championship in 1923. Following this he was part owner with Harold Hoffman of the "Forty" "Shawara," which they raced successfully, annexing the class championship in 1925. Selling his interest in "Shawara" to Sherman Hoyt in 1926, Dunbaugh built that year the "Aileen," in the large and popular Interclub Class. She was sailed by Cornelius Shields in her first season and finished second in the class during the season's racing.

In the middle of last season Dunbaugh bought the new Ten-Metre "Synthetic," which he raced for the remainder of the season and which this year carries the pennant of the vice-commodore of the Larchmont Yacht Club. He has been a member of this famous racing organization since 1921, and has served as rear-commodore and on many committees. He is also a member of the New York Yacht Club.



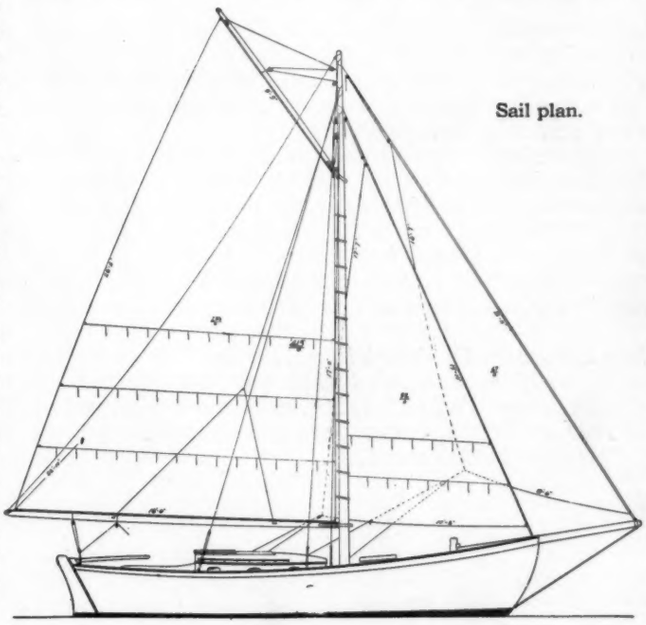
Inboard profile and cabin plan of *Postscript*, an attractive single-hander designed by Slade Dale and Peter Jenness, Jr.

A Tabloid Cutter for a Long Cruise

By F. Slade Dale and Peter Jenness, Jr.

If the small cruiser shown in the accompanying illustrations does not meet all the technical considerations for a winter's cruise to the West Indies it is partly because we were more anxious to have her satisfy our whims than to stand up under expert criticism. A more obvious reason, however, is that we are not sure what the technical considerations ought to be.

When *Postscript* first began to take form last January on the backs of old envelopes and time-tables we were thinking in terms of Gulf Stream seas and Bahama northers, but by February we had ceased trying to be theoretical and had put Voss and Slocum and all the others back in the bookcase and were laying out our lines in terms of transom widths and stowage space. Only occasionally did we figure a center of buoyancy or a curve of areas, and then only for the purpose of impressing our critical friends.



Sail plan.

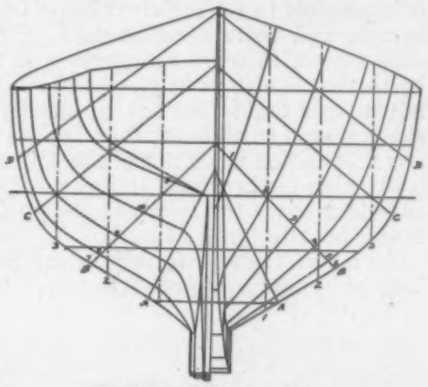
So if the boat turns out to be especially suitable for a long cruise in southern waters it will be more a matter of chance than of design, and if we decide that she is too small or otherwise not fitted for such work we will at least have had the satisfaction of building the sort of boat we thought we wanted. As a matter of fact, the test will probably be not so much one of the boat as of the seagoing qualities of the crew's stomachs, and of the amount of rolling and pitching they can endure under the heading of pleasure.

There is nothing particularly startling about the boat, and for that reason she is probably a safe experiment from the viewpoint of an amateur. To be sure, her framing is unusually heavy sawed oak 1⅞″ by 2¼″ on 9″ centers, but we believe that in the absence of a motor the chances of getting ashore are great enough to justify excessive weight for the additional strength it

affords. *Postscript* is 23′ over all, 20′ 2″ waterline, 7′ 11″ beam on deck, and 3½′ draft. Her displacement is 9,000 lbs., with a lead keel of about 2,800 lbs., and sail area of 415 sq. ft. Her planking will finish 1⅛″. She has two transom berths and 4′ 6″ headroom. The cutter rig was adopted after considerable discussion, and the gaff-headed mainsail given preference over a jib-headed sail. Her rudder is outboard and everything throughout the hull is as accessible as possible; she has practically no ceiling inside.

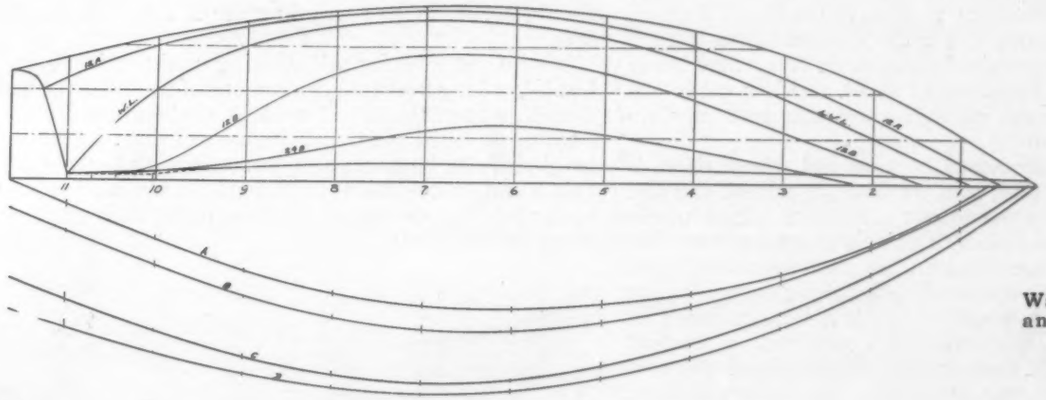
A few weeks ago *Postscript* existed only as a set of lines, but we recently gave her the added dignity of a table of offsets, and today we can sweep aside the shavings on the floor of Mort Johnson's shop in Bay Head and point to the full-size lines which constitute her real beginning. Her oak keel is still outdoors behind the shop, and her cedar planking is stacked up in lumber piles at various points around the yard; really the only encouraging thing about getting her finished before October is Mort's promise that he can do it. He made a similar promise about this time three years ago when he was building the little sneak-boxes *Crab* and *Sheldrake* for a cruise to Florida, and they were turned out in ample time after a midsummer start. So perhaps we have reason to think *Postscript* will set sail before the usual fall northeasters.

We have no definite plans as to our course after leaving Bay Head, but we shall probably go out Barnegat Inlet and sail outside to Norfolk, giving the beach a wide berth all the way. If there is a meaner surf than that along the Jersey Coast we have never heard of it, and we have no desire to get caught close inshore in an October storm. A few small boats have landed safely on the beach through the breakers, but such a procedure hardly seems the proper way to start a winter's cruise. In his "Venturesome Voyages" Captain Voss describes how he took an open boat through the breakers on Sumno Bar, and his feat is frequently referred to as indicating what can be done through good seamanship under extreme conditions. As a matter of fact, this particular accomplishment of Voss's was in moderate weather and in a surf which was not so bad but what two men could row an open boat out through the breakers again after crossing the bar. Along the Jersey coast, in a really hard northeaster, no boat could go out through the surf from the beach, and it is doubtful if many could come ashore safely in weather that would be bad enough to prevent their keeping offshore in the first place. However, there is no other part of the Atlantic coast with a surf such as exists from Sea Girt to Barnegat Light under storm conditions, and perhaps the beach-landing feat is more practicable elsewhere. But at any rate, we have not tried to reduce our draft or control the design with a view towards making forced landings possible, and if we should come to such an abrupt anchorage some day it would probably be under such hectic conditions that we would be in no mood to appreciate its graceful accomplishment, anyway.

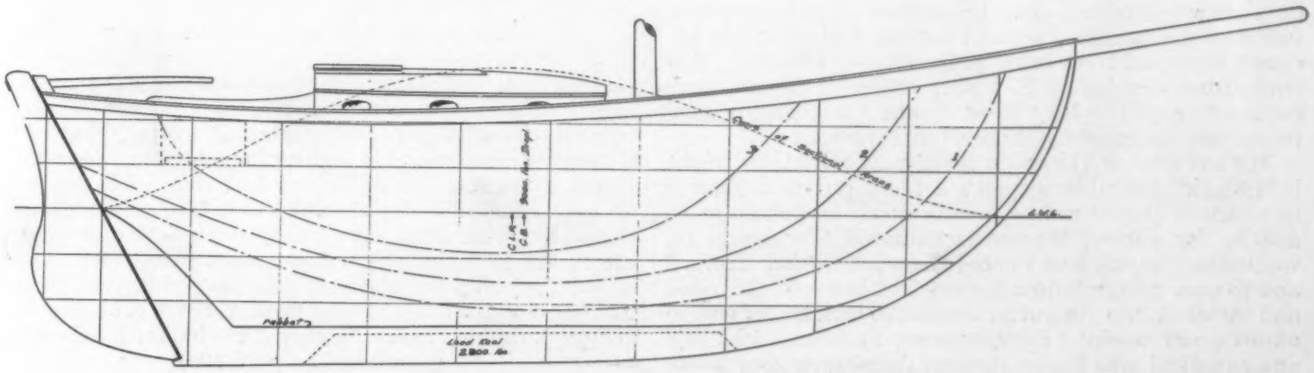


Sections of *Postscript*.

In determining the general size of the boat we arbitrarily limited the draft to three and one-half feet. We

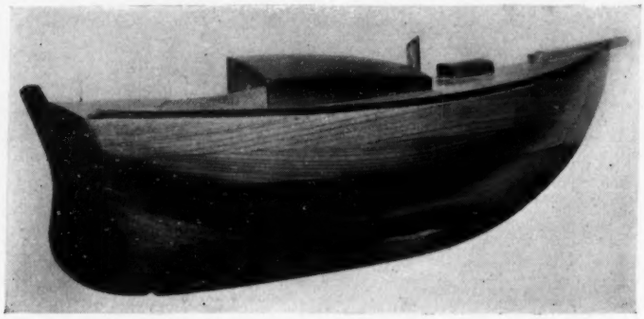


Water lines, diagonals and buttock lines of *Postscript*.



wanted to omit a centerboard and for once cruise in a boat whose cabin was not cut in two. Our first lines for a 21-footer progressed up to the point where we discovered it impossible to get sufficient beam for two fixed transom berths, and there we halted. Pipe berths and folding affairs seem to serve the purpose in many cases, but a berth that is always in place and ready to use has many advantages and is less apt to interfere with lockers and shelves, on a small boat, than is a berth which occupies a second position when not in use. Our 25-foot hull seemed a little big for her draft and as the 23-foot hull provided sufficient space for two persons we felt that she was a better boat to build.

So far as the hull form is concerned, we were guided largely by fancy, although the underbody almost shaped



The model of *Postscript*, as seen from the starboard quarter.

itself after the beam and displacement became fixed. We felt that we ought to have 2,500 or 3,000 lbs. of ballast in the keel, and with our heavy construction and supplies it appeared that the displacement would have to be at least 9,000 lbs. If the displacement had been less it might have been an improvement to give the sections a slight reverse at the keel, but under the circumstances such a reverse would have required more draft or greater beam than we wanted. The generous sheer and low cabin are matters of preference, though they are certainly no disadvantage offshore.

A small cockpit seems to be essential where there is danger of shipping seas, and we have restricted the size so that even if full it would not constitute a load under which the boat would labor. The floor is a foot above the load waterline and has scuppers, so that when the hatch is in place the cockpit is entirely self-bailing except for the slight leakage which would result if a large amount of water came aboard. With the hatch removed, as it would be for normal use, the cockpit floor affords a seat each side of the tiller, with a clear vision over the cabin and snug protection for the man at the tiller. The seats are purposely small, as it is more comfortable to be able to brace against the back and sides when steering.

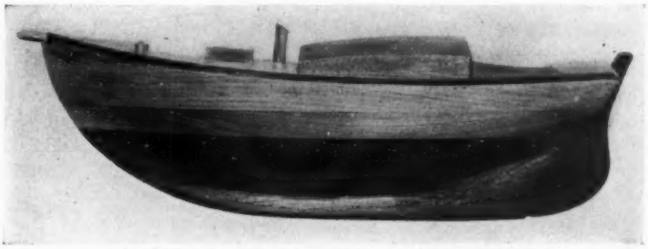
In the bridge deck forward of the cockpit we expect to have a new type of deck-plate binnacle which permits a clear vision of the compass without having a glass which becomes scratched from being walked upon. This plate was made from designs by S. Fisher Miller, a former vice-commodore of the Bay Head Yacht Club, and is now being manufactured by Wilcox Crittenden.

The sail area of 415 sq. ft. is perhaps more than might be thought desirable for such a boat, but with double headsails it should not be a difficult rig to handle or to modify for various weather conditions. The sloop rig would have enabled us to step the mast farther forward and to stow a little tender flat on deck between the cabin and the mast, but the cutter seemed to look better and to afford easier working combinations. Perhaps a fast hull and small sail area makes the best cruising rig, but where other considerations make hull speed secondary, a tendency towards overcanvassing seems justified on a small boat. Probably *Postscript* will appear tender and may sail at a considerable angle of heel, but this is all comparative and does not seem a very vital consideration if within reasonable limits. Indeed, as long as nothing too radical is attempted, it is generally the little details which play the biggest part in any cruise, and we are much more apt to find ourselves concerned with problems in the galley than worrying about the hull design or sail plan.

Despite the fact that sea anchors invariably seem to give way when put to a hard test, we will carry a substantial one and will attempt to nurse it through somehow. Perhaps we shall not need it often, and perhaps it will follow precedent and disappear on the first occasion of its use, but at any rate we will start out with a husky one in the fore peak. A few gallons of linseed oil may also prove useful, and even if not very valuable in a storm it will add to the seagoing aspect of our stores. We will also have a couple of heavily roped riding sails which can be rigged from the throat or peak halliard blocks on the mast to the quarter bitts, as well as to replace either headsail, and with this storm equipment and some practice in its use, we hope to be ready to heave-to in the easiest position and without much difficulty when the occasion arises.

Our rigging above deck will be substantial enough, we hope, to withstand anything we meet, but we will doubtless have casualties due to chafe and general strain. We were once confronted with the spectacle of a four-master rolling her gear apart in a Gulf Stream sea off Hatteras, and the recollection of those heavy boom tackles giving way and of the sparks flying from the block bridles at every roll is so vivid that we hesitate to say that we can keep even the little *Postscript* from showing signs of a hard beating. When the sea is really ugly something always seems to give way in spite of constant watchfulness.

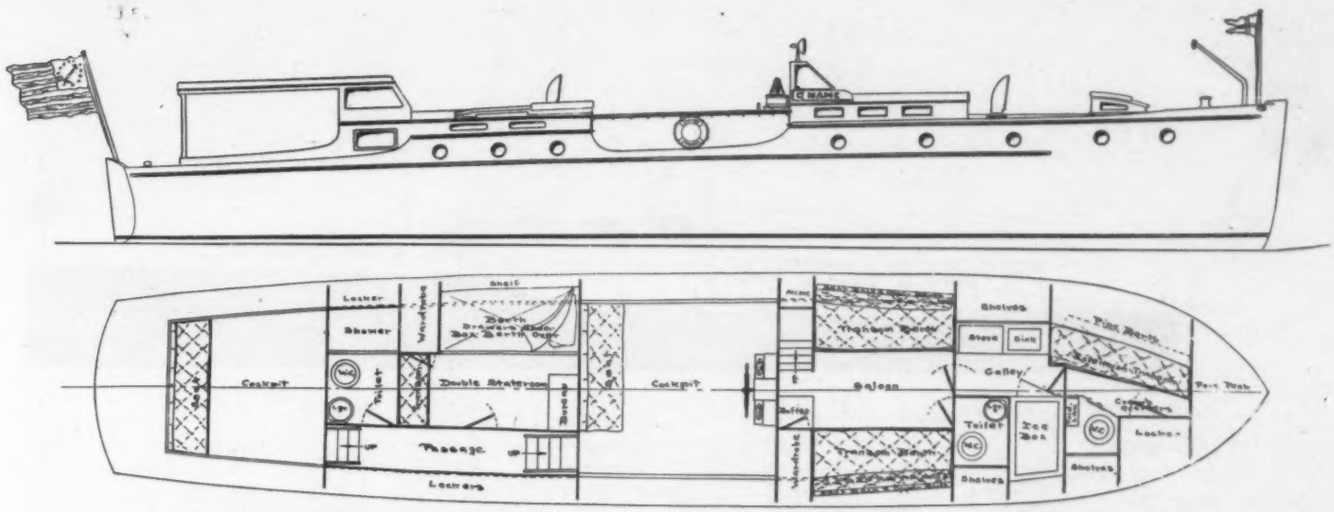
We do not look for self-steering qualities in *Postscript*, but if her long keel steadies her and if she behaves well in smooth water, that is all we ask. If she normally carries a mite too much weather helm we will put up with it and be glad if she balances satisfactorily with both headsails and a reef in the main, for a reduced mainsail makes an easier job for one man on deck at night than with everything drawing full.



A beam view of the model of *Postscript*.

Deck bitts and cleats will be oversized rather than too small; it seems a common mistake to reduce such beyond a sensible proportion in small boats. What of it if they are prominent? It is much better to have too many places to make a line or lashing fast than to have three or four lines on a single small cleat. The halliards will probably be led down the rigging to the deck and thence aft to the cockpit rather than to a pin rail forward or across the cabin top. Although the jib and staysail sheets and backstays will also be on deck, there is probably less chance of fouling or chafing than if the halliards led across

(*Continued on page 100*)



Outboard profile and interior accommodation plan of the 52-foot commuter designed by Leonard M. Richards.

An Attractive Commuter

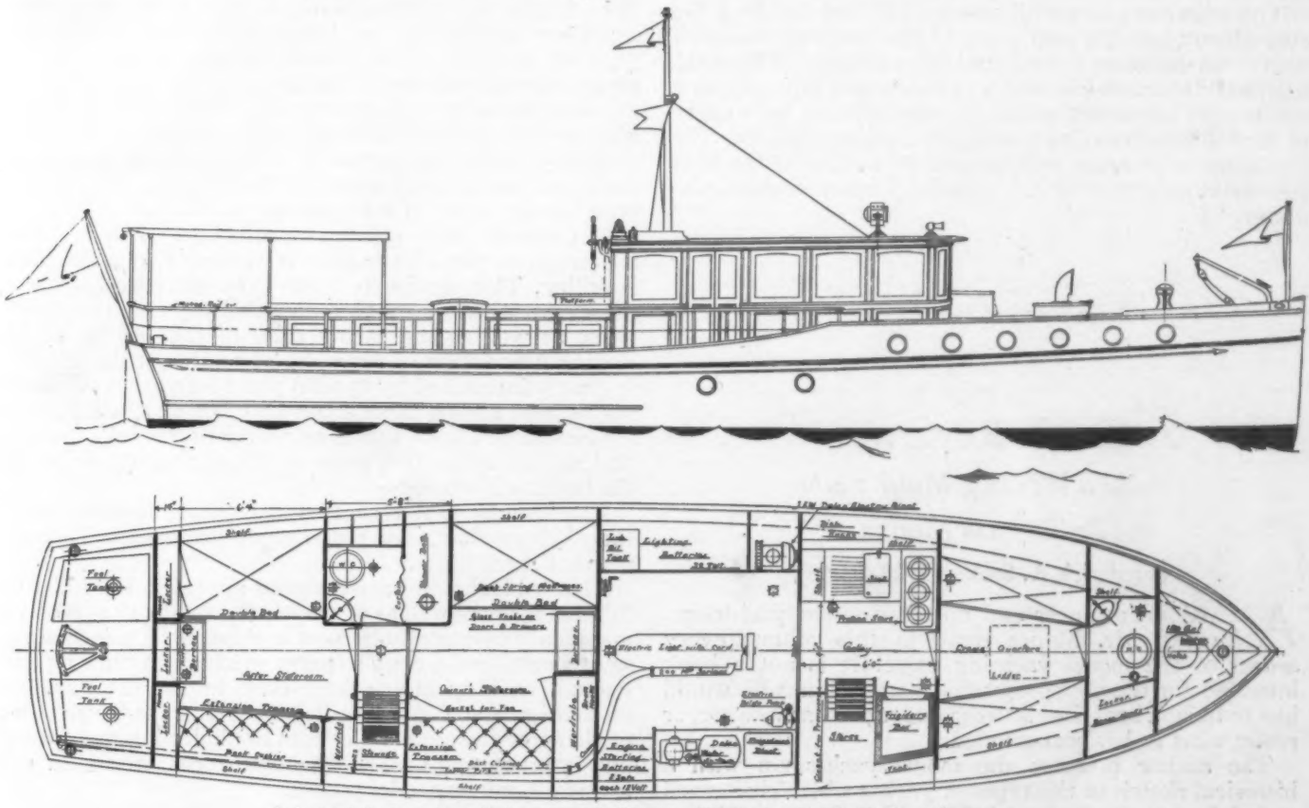
ABOVE are shown the plans of an attractive commuting yacht from the board of Leonard M. Richards, naval architect of Philadelphia, whose dimensions are: l.o.a. 52′; beam, 11′; draft, 3′6″. The power plant is a Wright Typhoon motor which should develop a speed in excess of 35 miles an hour.

Abaft the forecastle, which has a berth for a paid hand and toilet, is a large galley, another toilet room, and a roomy saloon with four berths. A spacious cockpit is found over the engine compartment. Aft is a double stateroom with connecting toilet room and shower bath, with a second cockpit abaft the stateroom, the latter having a permanent roof, windshield, and easily adjusted curtains.

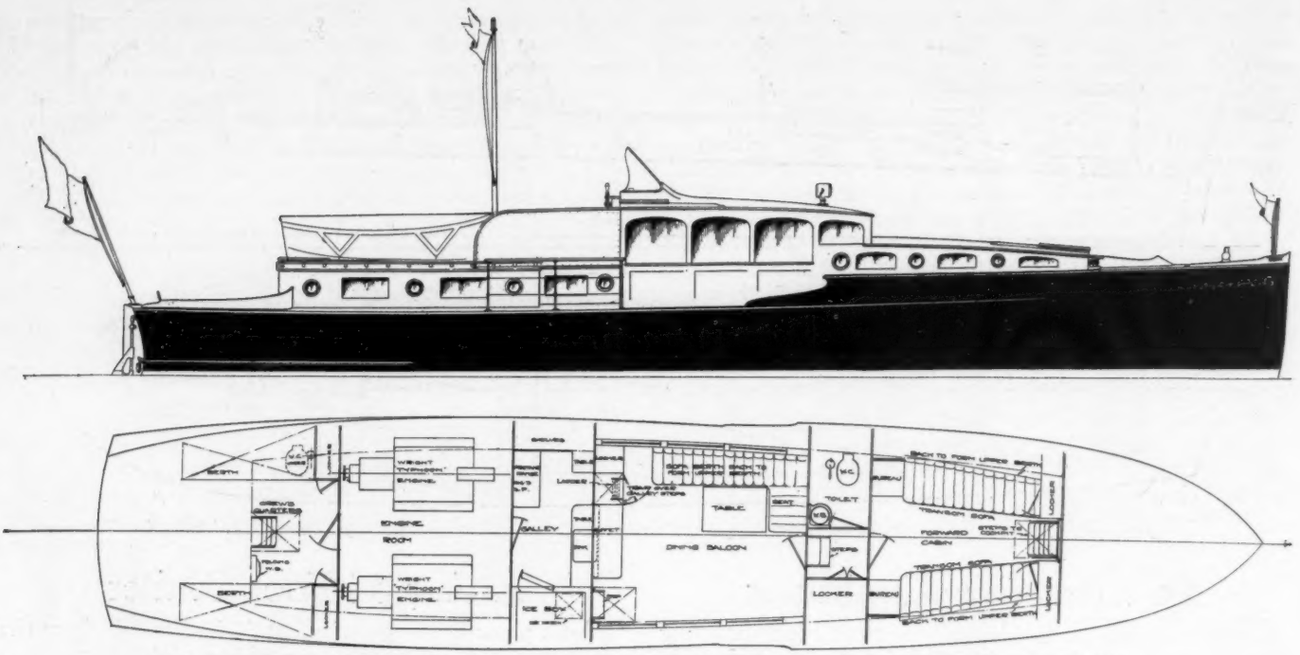
A Fast 54-Foot Cruiser

THE plans below are of a fast 54-foot cruiser from the board of J. Murray Watts, of Philadelphia, which is now nearing completion at the Montreal Boat Builders, Ltd., for T. M. Hall, of Quebec. She is powered with a 200 h.p. 6-cylinder Scripps motor driving a 34″ propeller through a Cross reduction gear. A Delco plant furnishes current for operating a Frigidaire plant, water pressure system, etc.

The owner's quarters aft consist of two double staterooms each with double bed and transoms, bath room, lobby, etc. The forecastle has two berths with toilet, while the spacious galley leads to the large deckhouse, which is used as a dining saloon.



A fast 54-foot cruiser designed by J. Murray Watts for T. M. Hall, of Quebec.



A 50-mile commuting yacht with many unusual features, designed by the Luders Marine Construction Co.

Another Fast Commuter

A FAST commuting yacht with many unusual features is shown in the accompanying plans drawn by the Luders Marine Construction Co., of Stamford, Conn. She was to have been built for the late J. Mortimer Coward, and tests of the model made in the Model Basin in Washington indicated a speed in excess of 50 miles an hour with twin low compression Wright Typhoon motors driving special type surface propellers.

The boat has an over all length of 56 feet and is of the step-plane type, the step being of the particular contour which the designers have found most efficient after making many tests. The intent was to use her not only as a commuter, but with the fine accommodations for a party of four and a crew, as a week-end cruiser besides. The freeboard is generous and the general outline of the boat follows closely that of the popular Luders 42-foot runabout.

Book Reviews

Build a Winning Model Yacht

By THOMAS MOORE

(Frederick A. Stokes, 1928. $3.50)

A MARINE engineer and no mean model yachtsman himself, Mr. Moore treats in this volume every aspect of the model yachting game. It is not a book intended for the youngster who merely thinks he would like to build a boat, but is designed for persons who are, or really want to be, boat-minded.

The author presents the model yachtsman with a historical sketch of the types of yachts which challenged and defended the America's Cup. The change in design of these various yachts and the principles which brought about the changes are so presented that the reader finds himself gaining an impression as to the qualities that should be possessed by a good racing model.

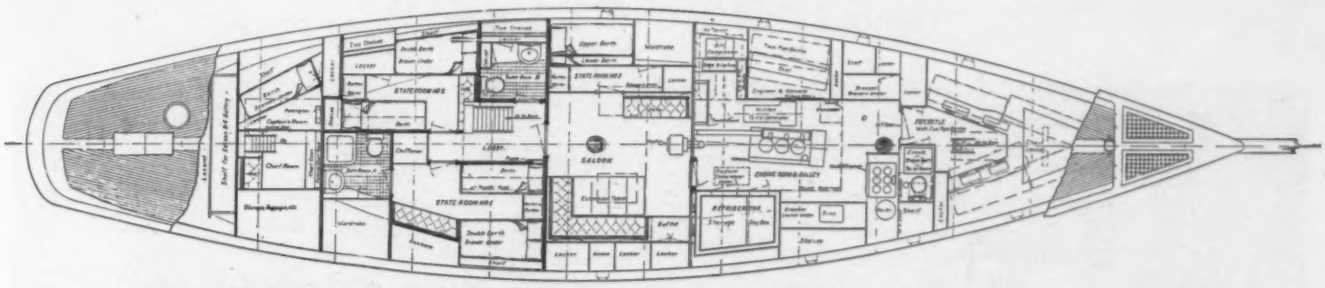
That the book is not intended for the duffer intent merely on whiling away a few spare hours may be seen from the chapter on "Design and Laying Off." In this the builder of the model yacht is taken into the intricacies of designing his own craft, and the principles to be considered in planning the model are given careful evaluation. The chapter on construction goes into every necessary detail for the dug-out, the "bread and butter," or built-up types of boats. While the book contains plenty of solid meat for the real student of the game, at the same time it is not so technical as to discourage the uninitiated. A person with a good working knowledge of tools should have no difficulty, with the information available here, in turning out a first model, and after one building experience this book should prove of even greater worth.

Not content with giving the principles of design and construction, Mr. Moore gives instructions on sailing and handling. This section is made even more valuable for those who wish to race their models by giving the rating rules, as well as the racing rules of the Model Yacht Racing Association of America. The value of the volume is greatly intensified by typical plans for yachts of different ratings, among them Class D, Class C, Class R, and the Six-metre Class. Tables of functions, useful information and an exhaustive glossary put a complete finish on the book as a whole.

The volume is not confined to sailing models alone, there being a chapter on power models, and several typical plans of these boats.

This book should have a strong appeal to the sailor of full-size boats as well as of models. It could well serve as a missionary to intensify interest in this sport if some patron saint would send a copy to every mechanical drawing and manual training high school class in the country. Its fascination is so great that if it were thus made use of we might some day see a model from Keokuk winning national and international honors. In other words, we would call it a real book on model yachts.

JAMES G. STONE.

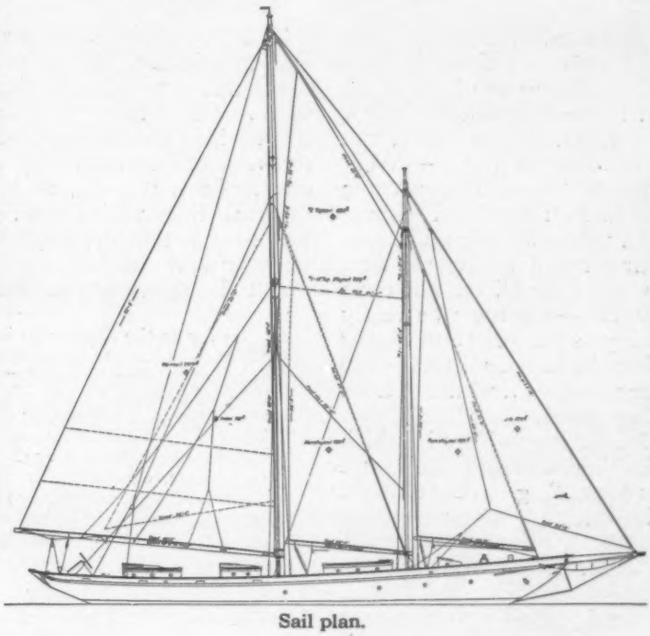


Accommodation plan of the Munroe-designed Diesel auxiliary designed for ex-Commodore Sydney Beggs, of Marblehead.

A 94-Foot Seagoing Auxiliary with Diesel Power

THE accompanying plans are of a seagoing auxiliary schooner from the board of Gordon Munroe, of Boston, now building for ex-Commodore Sydney Beggs, of the Corinthian Yacht Club of Marblehead, Mass., whose dimensions are: l.o.a. 94′; l.w.l. 73′ 3″; beam, 21′ 1″; draft, 11′ 6″; sail area, 4484 sq. ft.

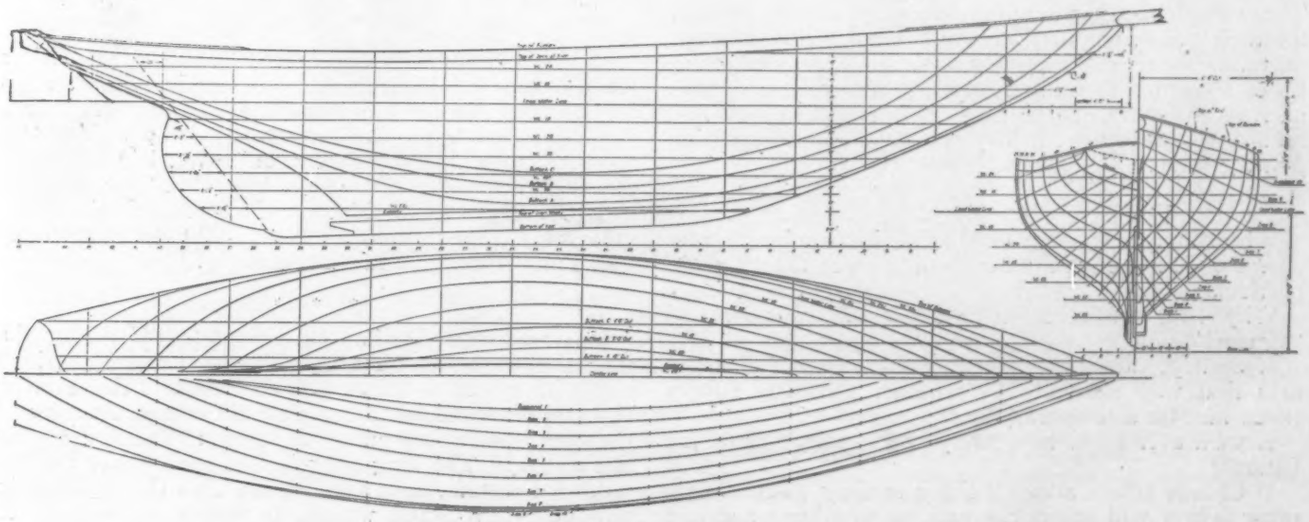
The owner's requirements were for an exceptionally able craft of heavy construction, with comfortable accommodations for owner, guests and crew — a boat able to make offshore trips in any weather, yet a good sailer and of pleasing appearance. The plans show a modified fisherman-type hull of heavy displacement, with deep, sharp sections, moderate overhangs, and pleasing sheer, the water lines and diagonals indicating an easily driven hull in rough water. The schooner rig is of moderate area, with jib-headed main and staysails between the masts.



Sail plan.

The owner's accommodations consist of two large double staterooms, one smaller stateroom, saloon, bath and toilet room. Each of the large staterooms has both single and double berths, sofa, bureau, lockers, etc., while the owner has an exceptionally large wardrobe. Abaft these quarters is a separate cabin containing chart room, luggage space, and a captain's stateroom.

Forward of the saloon is the engine room, galley, and a roomy forecastle. Steel bulkheads separate the engine room from the rest of the yacht. The motor is a 60 h.p. Bessemer Diesel, with complete auxiliary machinery, including, 7½ k.w. Winton generator, electric bilge, fire and pressure pumps, air compressor, Frigidaire machine, electric windlass and hoist, etc. Tankage for 800 gallons of fuel and 1000 gallons of water is provided in the bilge.



Lines and sections of the 94-foot auxiliary schooner designed by Gordon Munroe for Sydney Beggs.

Under the Lee of the Longboat.

by Cap Stan

MY dope on the Bermuda Race in the last number certainly took a healthy sock on the chin, and apologies — not explanations — are hereby offered. Class A wasn't so bad, with *Yankee Girl* and *Chimon* taking the places of *Tradition* and *Malabar VIII*, the others running fairly true to form. As for Class B — Well, what's the use? I never expected to see *Malay* come through in such startling fashion, nor did I expect *Elizabeth* to be anywhere in the money. Congratulations to both of these craft, and their skippers and crews. And my humblest apologies to George Bonnell for not even having mentioned *Islander* at all — George was really peeved at me, I hear. Well, Harry and George and Marty certainly showed the world what the famous little hooker could do, and no mistake. They deserve a whale of a lot of credit, and here's hoping they get it.

This is the second consecutive Bermuda Race in which the boats have had it "on end" practically the entire distance, which should give us something to think about, particularly those people who declaim that windward qualities in an ocean cruiser are of minor importance, inasmuch as sailing craft are never close-hauled on long voyages.

That the fleet should have been wafted into Bermuda by an easterly slant is quite contrary to all the dope, and had quite a lot to do with the way the boats finished. Those which had eked out a bit of westing had their trouble for their pains, while those which were unable to hold up to, or above, the straight course while the sou'wester lasted were just as well off after all, if not better. However, as three out of four races have ended up with the regular sou'wester, we'll play the same game next time just the same.

WE WONDER —

Why *Alamyth*, the biggest boat in the fleet by far, and *Malabar IV*, the 1923 winner, didn't get anywhere in particular?

Why Bill, the cook on *Malabar IX*, was dubbed "Corned" Bill?

If Smitty, the ubiquitous clown from the *Tradition*, acts that way normally, or whether Bermuda simply threw him for a temporary loss?

If we'll ever know how many boats really missed the Islands?

If Charlie (Have a spot?) Pitt's snappy 48-cent cigarette lighter will stand the gaff, or whether we should have bought a Dunhill and been done with it?

The loss of the *Rofa*, a starter in the Spanish Ocean Race, might easily have done incalculable harm to future ocean racing and cruising had it happened well out at sea with no vessel nearby to pick up the survivors. *Rofa* was rushed into commission, with an untried, experimental rig, and undermanned by a more or less inexperienced crew, one a woman, and loaded down far below her designed lines with stores, gear, etc. If ever a boat was headed for trouble, *Rofa* was. The following excerpts from an editorial in the New York *Herald Tribune* give about the right slant on the affair:

> So far as the records go it appears that *Rofa* is the first yacht to be lost in an ocean race, and her loss is due purely to the chance taken by her owner and crew in going to sea with a rig of uncertain tendencies. . . . It is probable that the committee of the Cruising Club of America which runs the biannual race from New London to Bermuda would not have allowed the *Rofa* to enter that race with an untried rig. This committee, experienced men all in going to sea in small yachts, reserves the right to reject an entry it deems unseaworthy, and has done so on various occasions. Such an action by the Spanish Race Committee would have come in for complaint from the *Rofa's* owner and from some other persons of an experimental turn of mind, no doubt, but it would have saved a fine little schooner from an undeserved fate and it would have avoided the worry which the news of the *Rofa's* sinking has naturally though unjustifiably caused to the families of the yachtsmen who are now at sea in her competitors.

* * *

My congratulations are hereby tendered to Arthur Knapp and his Princetonian crew, who sailed rings around their competitors from Yale and Harvard in the three-cornered intercollegiate affair held in eight-metre boats. Knapp tells me they were lucky, but onlookers put the victory down to clever handling. This intercollegiate racing is a fine thing for the sport, and should be quite a boost for the newly-formed yacht clubs at Princeton, Yale, Harvard, and other colleges.

* * *

If average weather had been encountered during the recent Boston-New York Outboard Marathon there might have been no finishers at all instead of the seven or eight which managed to complete the course. As some of the drivers have been quoted as saying: "Thank goodness *that's* over!" The long stretches in open water are too much for motors, hulls and drivers. Half the distance, in reasonably protected waters, is plenty far enough to prove the stamina of power plants, hulls and humans.

Helena, A 95-Foot Fast Cruiser

Among the new yachts seen at the recent Yale-Harvard boat race on the Thames was the *Helena*, a 95-footer owned by C. E. F. McCann. A product of the Consolidated Shipbuilding Corporation, Morris Heights, New York, *Helena* has the characteristic sheer and flare of the yachts turned out at this yard. In profile *Helena* shows a well-proportioned deckhouse, a raised pilot house above it, a broad deck amidships and a sheltered after deck. The reproductions show (top) the interior of the deckhouse, looking forward, and (bottom) the owner's stateroom and the engine room, with its two 300 h.p. Speedways, which give a speed of 19 m.p.h.

Model Yachting

Patsy Selected as American Challenger

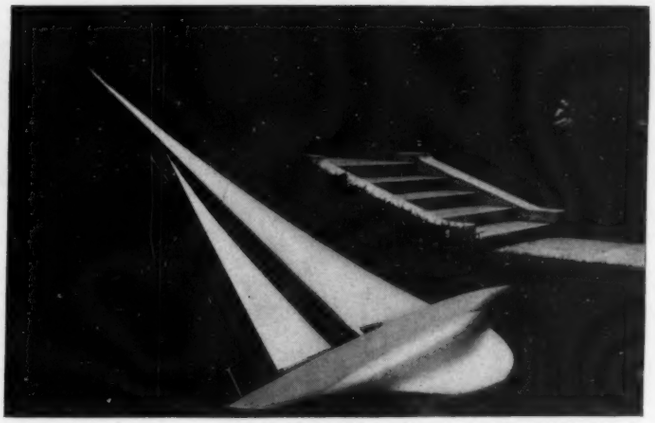
FOR the first time in four years the selection of an American challenger was held under conditions similar to those under which the international contests are held in England. Because it afforded the necessary training, the Lincoln Memorial Reflecting Pool at Washington, D. C., was selected for the elimination series. After three days' racing, one day with light to moderate winds and the other two days with practically no breeze at all, the judges decided upon *Slipper*, owned by Joe Weaver, of the Central Park Model Yacht Club, to represent the United States at the *Yachting Monthly* Cup races at Gosport, England. Subsequently it was decided to send *Patsy*, the runner-up, instead of *Slipper*, with Joe Weaver as skipper, as the best combination.

The regatta committee consisted of Thomas Moore, chairman; A. G. Buhrmann, C. Yeomans, H. E. Schofield and Harry Bosky. The following 14 yachts were entered:

Yacht	*Club*	*Owner*	*Designer*
Astoria	Central Park	C. T. Collins	F. T. Wood
Patsy	" "	A. B. Reynolds	A. B. Reynolds
Slipper	" "	J. A. Weaver, Jr.	J. A. Weaver, Jr.
Huskie	Washington	W. H. Harrison	J. A. Potter
Yvonne	"	Paul Scharf	T. Moore
Beatrice	"	T. B. Amiss, Jr.	T. Darling
**Columbia*	"	B. R. Moore	G. Owen
Matte	"	J. A. Branham	J. A. Potter
Maya	"	A. W. Payne	F. Trapp
Peerless	Boston	P. W. Fletcher, Jr.	F. T. Wood
Bostonia III	"	John Black	John Black
Mariposa	"	Wellington Rindge	F. T. Wood
Little Rhody III	Rhode Island	A. G. Ardoene	F. T. Wood
Yankee Doodle	Cleveland	S. H. Cox	S. H. Cox

* Did not start.

Most of the yachts were new this year and represented the best in their localities. Here is a brief description of them. *Slipper* and *Patsy* were designed and built by their respective owners. Both boats had very short water lines, extremely light hulls and large sail plans. In the very light fluky breezes these boats were able to keep going at all times. *Yankee Doodle* was a most beautiful model in design and workmanship, almost an exact replica of a large racing yacht. *Bostonia III* was a composite design of the two former yachts of that name. *Yvonne* was also a beautiful model resembling a large yacht and sailed remarkably well in light winds. *Little Rhody III*, *Astoria*, *Peerless* and *Mariposa* were typical Wood designs, with short overhangs and large sail plans. *Huskie* and *Matte* proved to be good light weather boats, well balanced and fast. *Beatrice* excelled in running with spinnaker set. *Maya* looks like a fast boat but she was not properly tuned up.



Yankee Doodle, **a new International Class A model designed by S. Houghton Cox and built by E. A. Bull, which showed much promise.**

The regatta opened Sunday evening with a get-together dinner at the historic Pierre Mill Tea House — a most enjoyable event.

First Race, Monday, July 2nd

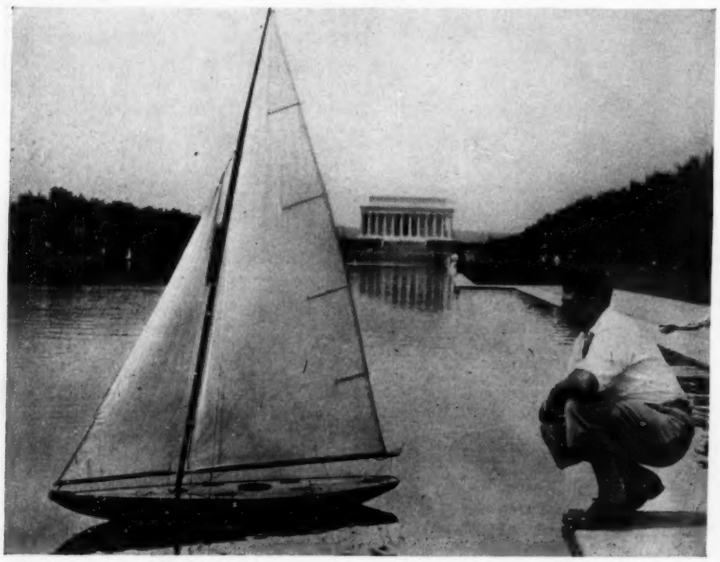
Weather conditions were perfect, wind due west and fresh coming from the Memorial and giving a true beat and a run. After lunch the breeze lightened and dropped steadily as the last yachts were finishing. However, there was a good chance to compare the speed of the several yachts. The Washington Club entries, as a whole, showed they had good speed. Many close finishes were held between *Little Rhody III* and *Mariposa*, *Yvonne* and *Peerless*, *Matte* and *Slipper*. The outstanding board of the day was the remarkable windward qualities of *Bostonia III*. Starting last with *Mariposa*, *Bostonia III* passed eight boats before crossing the finish line.

Score at end of first day's race: *Patsy*, 28; *Slipper*, 26; *Bostonia III*, 25; *Beatrice*, 21; *Yvonne*, 20; *Yankee Doodle*, 17; *Matte*, 16; *Little Rhody III*, 15; *Peerless*, 13; *Huskie*, 12; *Mariposa*, 10; *Astoria*, 3; *Maya*, 0.

Second Race, July 3rd

Wind N.W. and fresh at start which promised a good day's racing, but it soon shifted to S.E., which made racing very uncertain. At times all the boats would be in doldrums. When almost at the

(*Continued on page 102*)



Patsy, **owned by A. B. Reynolds, of New York, was chosen to go abroad in place of *Slipper*, where she will be sailed by the veteran Joe Weaver.**

Photos © by Miller News Service, Inc.

Joseph A. Weaver and his new model *Slipper*. As a result of the eliminations Weaver was selected to represent the United States at Gosport.

LANAI - AKABA - SALEEMA - REDHEAD - HERON

The American 6 Meter Team
All Valsparred of course!

IT is no coincidence that Valspar protects every one of the six meter boats chosen to represent the United States this summer at Sandham, Sweden, on the Clyde in Scotland and later at Oslo, Norway. It is another great tribute paid to Valspar's remarkable waterproof, weather-proof and wear-resisting qualities.

The skippers of these five sturdy yachts know that no climatic nor atmospheric condition can harm Valspar. They know from experience that Valspar is *the* varnish that successfully resists the action of a blistering sun and salt water.

These masters of Wind and Sea agree with the vast majority of boat builders and owners that Valspar is the only varnish that gives enduring waterproof protection and lasting beauty.

VALENTINE'S VALSPAR
The Varnish That Won't Turn White

VALENTINE & COMPANY
386 Fourth Avenue
New York, N. Y.
W. P. FULLER & CO., PACIFIC COAST

Two of a kind. Here we have two of the famous 45-footers built by the Dawn Boat Corporation. Each is powered with a pair of 65 h.p. Kermath 6-cylinder motors.

Of Interest to the Skipper

The Dodge Sportabout

The Horace E. Dodge Boat Works are now in full production of their new model, the Sport-a-Bout. The Dodge line is now most complete and comprises, in addition to the Sport-a-Bout, the Dodge Watercar and the Dodge Express Runabout.

The Watercar is a 26-foot, ten-passenger boat, with speeds up to 35 m.p.h. The 30-foot Express Runabout is powered with a 200-h.p. Hall-Scott motor. The Sport-a-Bout is a most sophisticated little craft. She is 20 feet in length, and a Dodge Brothers marine motor gives her a speed of from 22 to 25 m.p.h. The forward cockpit seats three persons, and the after cockpit will hold three more. Ample stowage space for luggage or camping outfit is provided. The Sport-a-Bout is available in two-tone color effects in red, green or black.

The new 20-foot Dodge Sport-a-Bout.

A Dodge 26-foot standardized mahogany runabout recently completed a run from the factory in Detroit to its destination in Chicago, traversing a distance of 680 miles through Lake St. Clair, Lake Huron, and across Lake Michigan, without a single mishap. A large portion of the trip was made far from sight of land and much of the distance was traveled in head winds and high seas. The run was made in exactly 30 hours' running time. This shows an average of 22.6 miles per hour. If it were possible to reckon the actual distance covered by the boat in making this trip, the average would very likely be much higher as this type of boat has a normal running speed of 35 miles per hour.

Palatial Yacht on World Cruise

His Grace the Duke of Westminster has chartered his palatial auxiliary sailing yacht *Flying Cloud* through the agency of Mr. Heyworth-Davis of 24, Grosvenor Place S. W. 1, to an American woman, Mrs. F. J. Godsol, for an extended cruise in foreign waters. It is said that Mrs. Godsol intends to sail around the world at her leisure, following the sun and fair weather seasons, and she could not have chosen a better craft for her purpose.

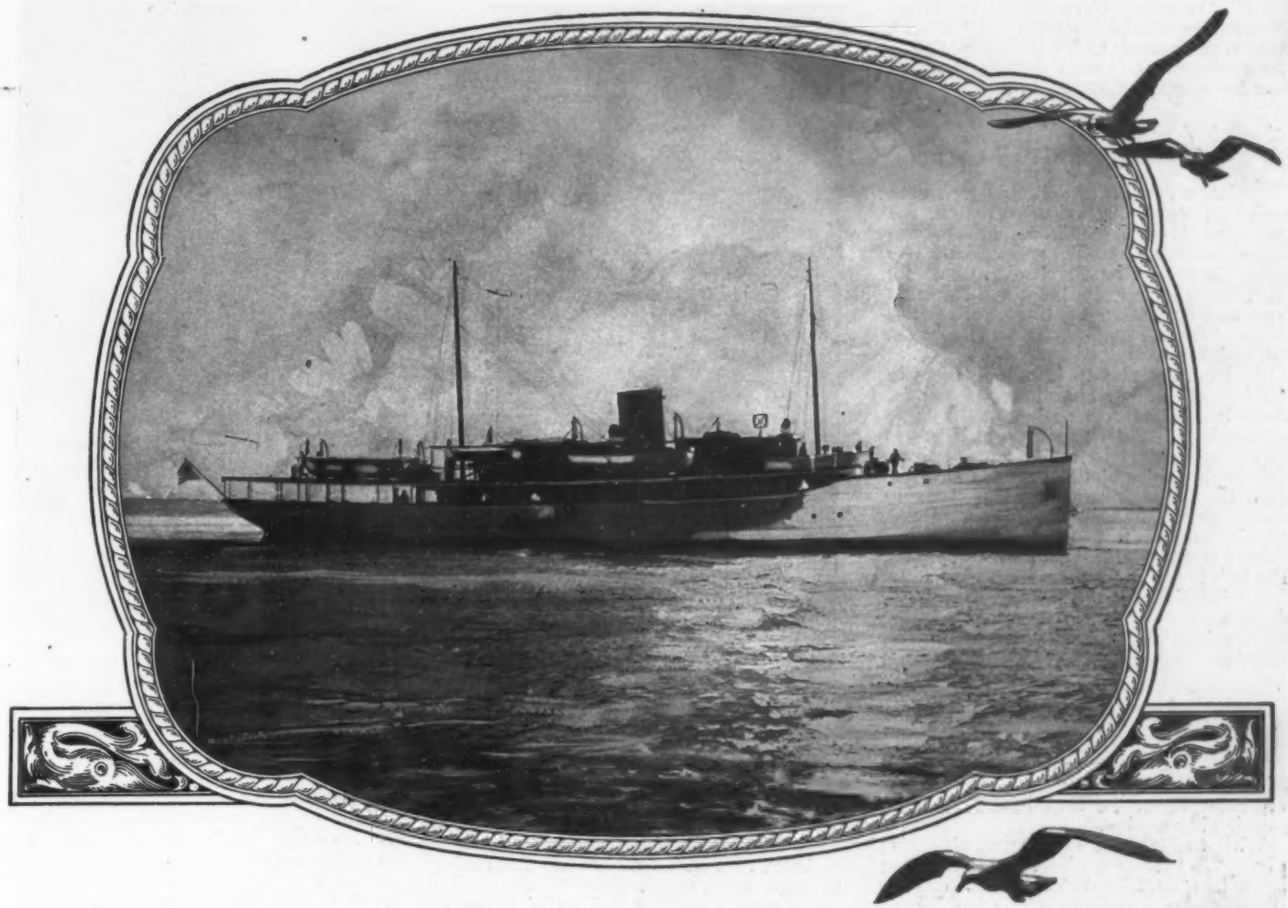
Flying Cloud was built at Leghorn in 1927, and is in many ways unique. She is a four-masted fore and aft schooner, with twin screw auxiliary power, and is equipped throughout with electric power, light, and heat. Her passenger accommodation is exceptional and includes a full suite of rooms aft in the poop opening direct on to the main deck, as well as a great hall or saloon, and numerous other staterooms below.

Mr. Heyworth-Davis specializes in yachting cruises of every description, from a berth in a 10,000-ton liner, to the most palatial of private yachts which can be hired for the purpose. Anyone who intends cruising in European waters this fall or next spring would be well advised to write to him at his address, 24, Grosvenor Place, London S. W. 1, England.

The Thousand Island Cruiser

One of the latest stock cruisers of the sea skiff type is the boat now being built by the Thousand Island Marine Construction Co., of Alexandria Bay, New York. This cruiser is 25′ 2″ long, with beam of 8′ 7″ and draft

The 25-foot Thousand Island cruiser built by the Thousand Island Marine Construction Co.



A Magnificent Yacht

THE M. Yt. HI-ESMARO, built at Tebo Yacht Basin from designs by Henry J. Gielow, Inc., New York, and recently purchased by Mr. H. E. Manville, New York, is an outstanding example of the ability and craftsmanship of this organization.

No more palatial craft has been launched in recent years.

The HI-ESMARO is 171 ft. overall and powered with two 800 H.P. Bessemer Diesel Engines for a turn of speed of 15 knots per hour. This interesting yacht is especially seaworthy and luxurious, not only in its appointments, but in its roominess for owner and guests.

The HI-ESMARO is absolutely vibrationless, and other unusual features include heating, ventilating, cooling and refrigerating systems, especially designed and perfected for comfortable, leisurely cruising in all waters under all climatic conditions...Altogether, the HI-ESMARO is the latest addition to America's most sumptuous and beautiful pleasure craft.

TODD DRY DOCK ENGINEERING & REPAIR CORPORATION

Foot of 23rd Street, Brooklyn, New York

TODD

NEW YORK, U.S.A.

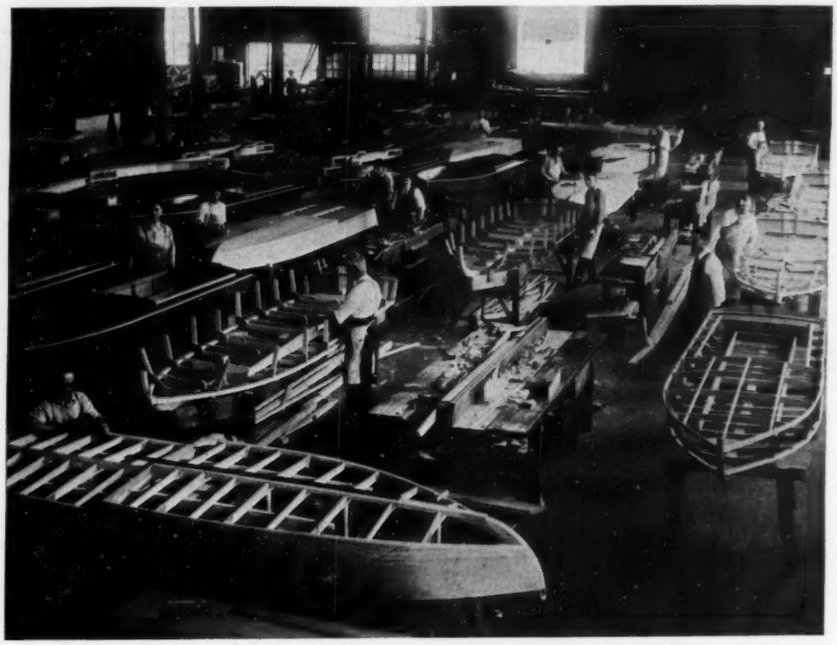
of 2′ 4″. She is very compact and has sleeping accommodations for four. A feature of the boat is her ample galley and locker space. The power plant is an F-4 Scripps which gives her a speed of 14 m.p.h.

The Ludington Hydro

The latest member of the rapidly growing family of outboard motor boats is the Ludington Hydro, manufactured by Ludington Aircraft, Inc. These outboards are being distributed on the Pacific Coast by Buell Bros., Santa Barbara, Cal., and in the eastern territory by Universal Service Motors Co., Broad and Walnut Sts., Philadelphia.

The Ludington Hydro is built of three-ply Indiana veneer, over aircraft spruce frames. There is absolutely no peeling at the edges or warping. The deck forward is light yet fully strong enough to stand a man's weight. This deck carries along the sides and forward the engine mounting. This helps to insure dryness. The stern construction permits of two transom heights, so that either Class B, C or D motors may be used. The hull is one step type.

Specifications are as follows: Type, single step hydroplane; l.o.a., 14′; beam, 49″; weight, 145 lbs.; bottom and sides, 3/16″ three-ply; deck, 1/8″ three-ply.



Shop of the Ludington Aircraft Co., showing Ludington Hydros in course of construction.

New Reverse Gear Controls

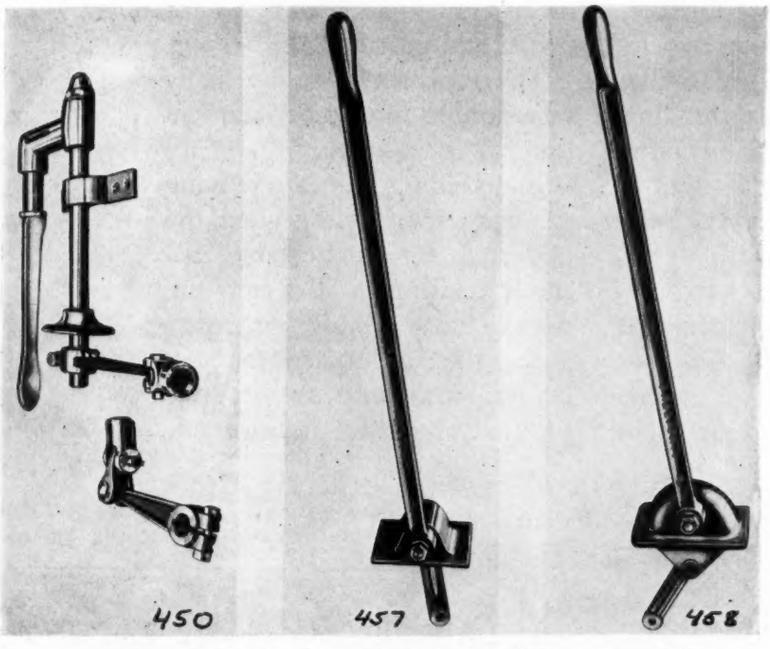
Two recent developments in reverse controls by the Columbian Bronze Corp., of Freeport, L. I., are shown in the accompanying illustration.

With the straight lever type, shown in Fig. 457, a reverse motion is obtained. That is, unless additional levers and counter shafts are used, the handle, when moved back, engages the gear or clutch in forward running position and vice versa. Where a counter shaft is used — to get around other parts under deck, for example — the correct throw for the handle is obtained.

The control shown in Fig. 458 has proven popular, as it eliminates many fittings and may be placed almost anywhere, connected directly to reverse gear lever and correct movement obtained. When the handle is moved forward the boat should travel forward. This is insured by use of well-designed gears, so that the direction is reversed — just opposite to that of Fig. 457. It should be noted that these types of control are so designed that they prevent water from going through the cockpit floor to the engine compartment or other fittings below deck.

Where a substantial bulkhead may be had, the style shown in Fig. 450 is used to advantage. The levers, in connection with this assembly, are of heavy construction and are capable of transmitting ample power for all types and sizes of gears or clutches.

These three assemblies meet practically every need for dependable reverse control.



The new reverse controls made by the Columbian Bronze Corporation.

Elto Announces New Hi-Speed Motor

After months of experimentation, the Elto Company has entered into production on a new high speed, high compression model of the Super Elto Quad, their four-cylinder model. The new Hi-Speed Quad is equipped with Lynite pistons and rods and turns better than 4,300 r.p.m. Every motor of this new type must give full rated r.p.m.'s before being released for shipment.

The full significance of this latest Elto accomplishment is revealed in the performance of the first few Hi-Speed Quads to be entered in recent racing activities.

Eldon Travis, of Peoria, Ill., driving a Hi-Speed Quad on a Hooton Safety Plane, captured the Peoria-St. Louis Outboard Marathon, July 1st, by a wide margin (28 minutes ahead of the second motor to finish), completing the 202-mile course at an average speed of 32.727 miles per hour. This is the fastest time ever made in a long distance marathon. During this race Travis was credited with having covered a stretch of 75 miles in two hours and five minutes, or a remarkable average of 36 miles per hour.

In the free-for-all event at Spanaway Lake near Tacoma, Wash., July 1st, *El Torrido*, powered with a new Hi-Speed Quad, made a clean sweep of all three heats from the fastest competition that has yet raced in that territory. Again at Oneida Lake, New York, June 30th, the Hi-Speed Quad captured the free-for-all event.

The new Hi-Speed Quad is listed at $295, while the standard Quad remains at $275. The Elto Company is going into full production on this new model and deliveries are being made immediately.

A New Brokerage Firm

Edward N. Samuel, Jr., and Corwith Cramer announce the opening of a yacht brokerage business under the name of Samuel and Cramer Co. Offices are located in the Builders Building, 228 No. La Salle St., Chicago, Ill.

DODGE Builds Three Runabout Models

for real boating enjoyment

DODGE offers sparkling performance—plenty of dash and speed—at new low cost—in the 20-foot six-passenger all-mahogany runabout. This boat is varnished in two-tone color combinations—has forward and after cockpits upholstered in leather with engine compartment amidships. The 26-foot model is Chrysler-powered with a thrilling turn of speed—is built throughout of genuine African mahogany, carries ten passengers in perfect comfort and safety. And for those who esteem quality—demand ultra smartness and luxurious speeds in their water travel—the 30-foot fourteen-passenger Dodge De Luxe model has no counterpart. It will be well worth while to make these Dodge models the basis for comparison when you buy a boat. Write for the Dodge booklets today. They will be sent on request.

$1595
$3265
$7800
F. O. B. DETROIT

HORACE E. DODGE BOAT WORKS, INC.

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Clothes for the Yachtsman

We have published a new edition of the booklet, List of Yachts & Racing Schedule, Long Island Sound (Western Part)

A copy will be sent to anyone mentioning

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PALM BEACH
PLAZA BUILDING
COUNTY ROAD

NEWPORT
AUDRAIN BUILDING
220 BELLEVUE AVENUE

Celestial Navigation for the Yachtsman

(*Continued from page 59*)

Azimuth Diagram. These two methods have been combined in the Line of Position Book, published by the U. S. Naval Institute. For latitudes up to 65 degrees, this compact book of 44 pages will work the line of position under all conditions of hour angle, altitude, declination and azimuth. One standard way is employed for working lines of position whether by the sun, moon, stars or planets. Using a second-setting watch, a line of position may be worked and laid down on the chart in about three minutes.

As convenient as the Line of Position Book is, when used in conjunction with the second-setting watch, we now have available for night use a method so far superior that we advocate its use when fixed stars are visible. We refer to the newly developed star altitude curves. These curves are the result of intensive development for use in air navigation, but are especially suited to the needs of the yacht navigator. In effect, these curves are simply lines of position laid down on a Mercator chart for all conditions of latitude, altitude, and time. An intersection of two altitude curves gives, on one scale, the latitude direct; and, on a second scale, the local time, which is subtracted from the watch time to obtain the longitude. This is the whole operation, and it may be accomplished in less than a minute to get an absolute fix. There is no question of logarithms, right ascension, declination, hour angle, dead reckoning position, or plotting. The position depends solely on the sextant reading and on the watch reading, the one subtraction of time being the only calculation necessary.

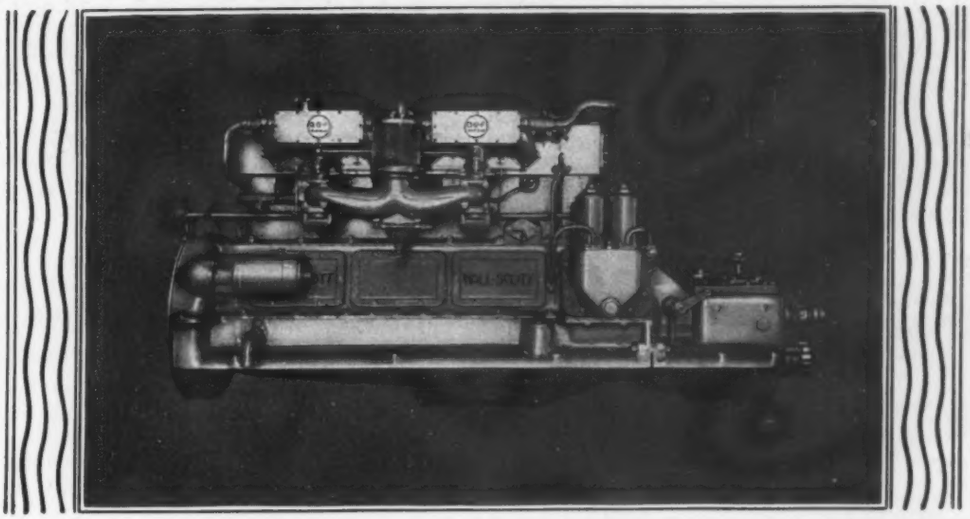
To sum up, we recommend for day work: (1) A watch rated to Greenwich civil time, with the second-setting feature for reading the exact second of time. (2) A bubble sextant which may be used either on the sea horizon or, when this is not visible, the sextant may be used with the bubble as an artificial horizon, making it possible to work navigation at night or in a fog. (3) The 44-page Line of Position Book for working the Sumner line under all conditions up to 65 degrees of latitude. (A new edition of this book is being published to extend the tables to 90 degrees of latitude.)

For night work, we recommend: (1) A watch rated to Greenwich sidereal time and having the second-setting feature. (2) Bubble sextant, same as for day. (3) Star altitude curves which provide a fix within a minute when the stars are visible, and which may be used throughout the night with the bubble sextant.

[Perhaps no greater service has been rendered yachtsmen in the past few years than that rendered by Lt. Com. P. V. H. Weems, U. S. N., who has perfected a system of navigation so simple in its use and so certain of accurate results, that it makes the task of finding a "fix" one which can be accomplished in slightly over one minute's time — and with no computation whatsoever. The value of this service, designed primarily for aviators, will become more apparent as more cruising men take up the new system.

A little personal view of this man who has, with a wave of the hand, banished the bulky tables, and the tedious computations, may be of interest. In addition to being a graduate of the Naval Academy at Annapolis, in the class of 1912, he holds master's papers, unlimited, and shows that he is accomplished in more than one line by backing up his master's ticket with a chief engineer's license, also good for ocean-going vessels of any tonnage. Both certificates hang in his study, and beside them hangs the certificate showing that he was a member of the American Olympic Team in 1920, his specialty being wrestling. At the time he retired from active participation in this sport, he was undefeated champion of the South Atlantic fleet. And just to show that wrestling ability is not his only bid to physical fame, he had the honor of making two mythical but famous teams — Walter Camp's All-American Football Team, and Dick Glendon's All Academy Crew.

It is significant of the appreciation of his work in navigation that Lt. Com. Weems was detailed, at the Lone Eagle's own request, to teach aerial navigation to Col. Charles Lindbergh, a few weeks ago. — ED.



HALL-SCOTT

Reduction Gear Marine Engines

Insisted upon as the power plant in new cruisers which are built for those discriminating mariners who will be satisfied with no other engine than the finest. ¶ Chosen by those who re-power their craft, with an eye to making them thoroughly modern. ¶ Designed by marine engineers of wide experience, and built to laboratory standards with micrometric precision, it may readily be understood why Hall-Scott engines deliver far greater power, per pound of weight, than others, and why they are so utterly dependable.

Express cruiser "Deerleap". Owner, Mr. A. W. McLimont, Winnipeg, Canada. Designed and built by Hoffer-Beeching Shipyards, Ltd., Vancouver. Length, 68'-0"; beam, 15'-0"; draft, 5'-0". Speed, 15 knots. Powered with twin Hall-Scott HD 175 H.P., 3:1 reduction gear engines.

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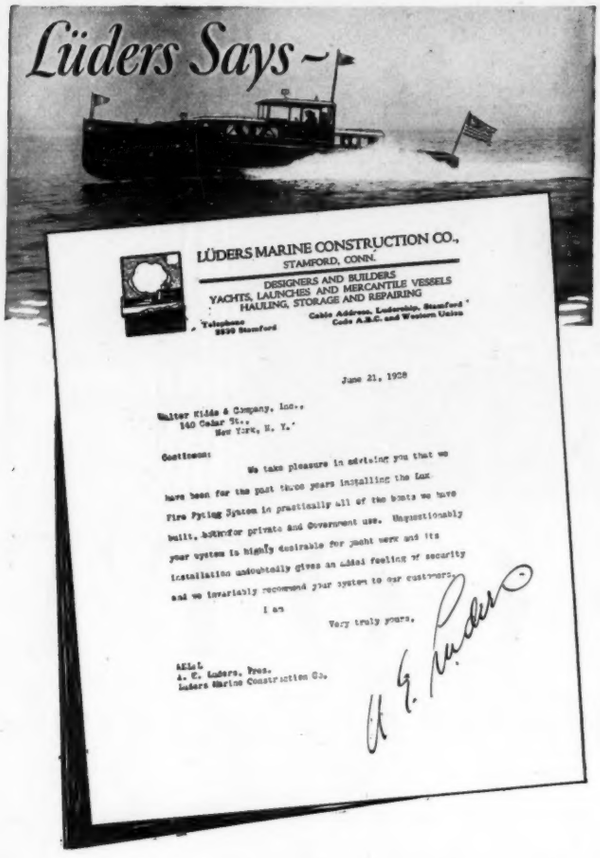
WILMINGTON, CAL.; SEATTLE, WASH.; BERKELEY, CAL.; DETROIT, MICH.; PHILADELPHIA: Marine Equipment Supply Co., 116 Walnut St.; BOSTON: Noyes Marine Sales Co., 1037 Commonwealth Ave. HOFFER-BEECHING SHIPYARDS, LTD., VANCOUVER, B. C.

A DIVISION OF AMERICAN CAR AND FOUNDRY MOTORS COMPANY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DESIGNERS AND BUILDERS
YACHTS, LAUNCHES AND MERCANTILE VESSELS
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Gentlemen:
We take pleasure in advising you that we
have been for the past three years installing the Lux
Fire Fyting System in practically all of the boats we have
built, both for private and Government use. Unquestionably
your system is highly desirable for yacht work and its
installation undoubtedly gives an added feeling of security
and we invariably recommend your system to our customers.
I am
Very truly yours,
A. G. Lüders, Pres.
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Puts Out Fire *Easily*

NO skill is required to operate the Lux System. Just a pull on the control handle discharges the system and puts fire out. Anybody — man, woman or child — can perform this easy operation and save his boat from destruction.

The Lux System, because of its simple piping system, does not require an operator to direct its extinguishing agent. The piping system, a result of 10 years' experience and development, is scientifically designed to distribute the extinguishing agent effectively for every size of fire.

Nearly 100 fires, that have been extinguished on boats without a failure, demonstrate the unfailing dependability resulting from this piping system. Approval by the Underwriters' Laboratories and nearly 1500 installations on yachts, patrol boats and Navy motor craft indicate the confidence placed in this feature of the Lux System.

All the larger boat yards are dealers

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140 Cedar Street
New York

LUX

The Only Underwriters' Labeled
Yacht Fire Extinguishing System

A 6,000-Mile Voyage in a 36-foot Lugger

(*Continued from page 54*)

Barbados and 3,800 miles to Belize. Altogether, we had completed 2,275 miles from Falmouth.

Ever since Las Palmas we had been anxiously looking out for flying fish, and several times during each watch somebody would mistake some low flying bird for a fish. We had always wanted to see them so that we might enjoy a change of diet, but I think every one felt that he was not really a deep sea sailor until he had seen real flying fish shimmering on the surface of the Atlantic and, perhaps, flopping aboard and being eaten for breakfast as a kind of glorious finale.

The wind continued from the east for several days, then backed to E.N.E., and then, on the 27th, fell so light that we started up the engine and went to the south'ard to look for wind. During the morning we saw, to our great delight, schools of flying fish. The sea was a beautiful opaque china blue all day and the sun very bright, so that the little white bodies of the dainty fish made an unforgettable picture as they darted this way and that in a wild endeavor to get out of our way.

At dark we stopped the engine and made sail with a light breeze from E.N.E., giving us three to four knots, course W. by N., and for the next few days this sort of thing continued, there being nothing much for the crew to do but keep cool, look out for chafe, write letters, play the gramophone, and study navigation. Every morning the 4–8 watch would go the round of the deck looking for stray flying fish, and usually they succeeded in finding one or two, but, unfortunately, always very small ones, which were useful only for bait. In fact, only on one occasion did we find one large enough to eat, and even then it was eaten more as a novelty than as food. As bait though, they caught us bonita, on two occasions, once a six-pounder and once a three-and-one-half-pounder, and they would have caught us more but that our lines were not sufficiently strong and were always being taken.

This sort of existence soon became boring, but on April 1st, in latitude 18° 10′ N., 42° 08′ W., we ran into trade wind weather at last, logging 134 miles by noon of that day in great comfort. The Trades were, however, extremely variable in character, changing in direction between N.E. by E. and E. by N., our course consequently being between W. by N. ½ N. and W.N.W. This lasted for about four days, during which time one of the seams of the mainsail having given way, we set the trysail as a spinnaker, boomed out to starboard, while we executed the necessary repairs. Quite suddenly, on April 5th, the wind veered to S.E. and blew up fresh, giving us 145 miles one day and an average of 110 miles a day for about four days, until on the 9th we wore ship and bore up for the parallel of Barbados. Next day we had a great day of polishing and washing, and fishing out of shore-going clothes, for we expected to sight Barbados at about 4 A.M. the following morning. But while Milton and I were lazily chatting at the tiller at about six in the evening, Barbados hove in sight dead ahead, about ten hours too soon. Our latitude was all right but our chronometer had lost. As the bells of the Catholic church struck twelve that night, we anchored off Bridgetown, in Carlisle Bay, and turned in on deck, having completed 2,902 miles in the 25 days since leaving Las Luz. We had had nothing much but bully beef and tinned food for the last fortnight, and we were looking forward to better things next day. Early next morning, after some genial insults from the doctor ("What! You came over in this!!!), we went ashore to view the beauties of Barbados and have our first drink of Planters punch, an occasion that should be a red letter day in the life of all properly constituted seagoers.

Once more I will plead that it is not within my province to describe the delights of the island, though they are very

29 ft. Dolphin
40-42 Miles Per Hour
$4950
f.o.b. Mt. Clemens

Hacker Dolphin—A Finer Boat

Compared with other boats in the $4000 to $5000 class—

Bigger

29 ft. long, 7 ft. beam. Far more seaworthy than other boats only 10% shorter.

Faster

40–42 miles per hour cruising speed easily maintained by its powerful Sterling motor.

Safer

Safer in rough water due to its liberal size, staunch construction and its dependable power.

Roomier

Ample seating for eleven passengers without crowding, and room for extra chairs. Forward cockpit over 9 ft. long, seats eight or more. After cockpit seats three.

Easier Riding

Doesn't pitch or pound. Skims over the top of the water, planes almost level, and rises and settles bodily when speeding up or slowing down.

Better Built

Nothing but the best in materials and workmanship. Selected Honduras mahogany, not African or Philippine. Heavy oak frames, not scrap mahogany. Solid nickel alloy hardware, not nickel plated. Bronze screw fastenings, not brass. Double planked bottom, bronze screwed and plugged. Non-shatterable windshield. Goodrich Cutless rubber strut bearing.

29 ft. Dolphin Sedan
40-42 Miles Per Hour
$5850
f.o.b. Mt. Clemens

A LITTLE larger, a trifle more expensive than others in its class. But the slightly increased cost brings you —

(1) Easier riding qualities
(2) Roomier passenger compartments
(3) More refined hull design
(4) Greater speed
(5) Better seaworthiness
(6) Dryness and freedom from flying spray
(7) Longer and handsomer lines
(8) Streamlined decks with aeroplane type cockpits
(9) A smoother power plant
(10) Finer materials
(11) Better workmanship and finish
(12) Sturdier construction

An even dozen! And all concrete facts that can be proved beyond argument. You will find a dozen more when you examine the Hacker Dolphin critically, ride in it and handle the driving wheel yourself.

We rather hope you won't take our word for them all. Let us—MAKE US—prove them!

Four Models — $2975 to $5850

29 ft. Dolphin, eleven passengers,	**$4950**	**26 ft. Dolphin Jr., nine passengers,**	**$4275**
29 ft. Dolphin Sedan, ten passengers,	**$5850**	**24 ft. Baby Dolphin, nine passengers,**	**$2975**

Prices quoted f.o.b. Mt. Clemens, Mich.

Don't miss an opportunity to ride in the Hacker Dolphin. Demonstrations arranged by appointment. Complete data mailed on request.

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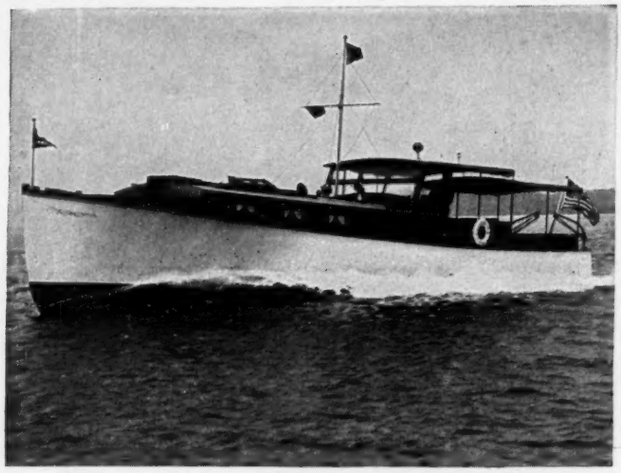


COQUETTE, *Louis deB. Moore, Owner; designed and built by Consolidated Shipbuilding Corporation, Morris Heights, N. Y. Equipped with Kohler Electric Plant*

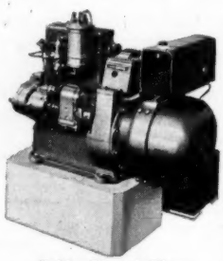
A Smooth, Dependable "4"

for those who want the best in electrical equipment

FOUR-cylinder, four-cycle, valve-in-head, two-inch bore and three-inch stroke—such is the neat little engine of the 1½-K.W. Kohler Electric Plant. An engine beautifully built and balanced—notably smooth and quiet in its running.

A yacht fitted out with a Kohler Electric Plant carries *city electricity*. There is no other way to describe the feeling that this plant gives—with the always-brilliant lights and the always-available power at full voltage for appliances ranging from toasters and percolators to pumps and winches of moderate size.

The Kohler Electric plant does not need large storage batteries—only a small automobile-type *starting* battery for fully automatic operation. Current is 110-volt, direct from the generator. Some models have a compact *dual-purpose* battery to supply 32-volt current for running lights, etc., without operating the plant, in addition to having 110-volt current always on tap when any light or appliance in the regular circuit is turned on.



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Model DP
1½ K.W.; 110 Volt D.C.
Other models, 800 watts, 2, 5 and 10 K.W.

The ability, dependableness, and economy of Kohler Electric Plants have been proved in many years of service on some of the best-known yachts in American waters. It is a record that will repay your study. Please mail the coupon for detailed information. If convenient, visit a Kohler Branch office for a demonstration.

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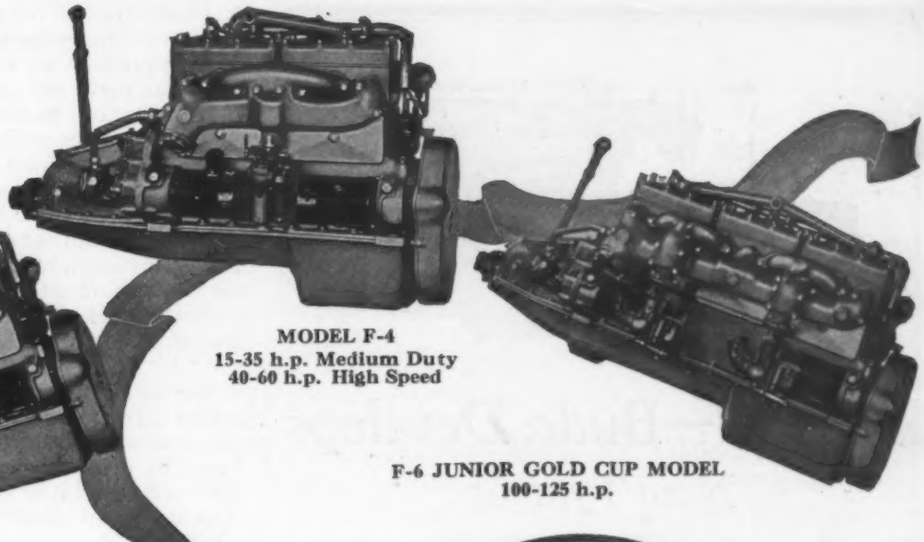
real, particularly the bathing, the humming birds and the little flying fish sloops, with their mainsail and large staysail. To us (whose potatoes had given out days before) the great variety of vegetables was an added attraction. We stayed there as long as possible on various pretexts, but after five days, or, on April 16th, being unable to think of any further excuses and having obtained a chronometer rate from H. M. S. *Despatch*, which happened to be paying an official visit to the island, we made sail for Belize, with a fresh N.E. breeze giving us about five knots and one point leeway. We shaped our course N.W. by W. to take us towards the entrance to the St. Lucia Channel. By 10 P.M. the Cape Moule à Chique Light, on the southerly end of St. Lucia, was in sight about 30 miles W.N.W., and at 10:30 we altered our course to W. by N. At midnight it was necessary to again alter course to S.W. by W., which meant wearing ship, an operation of which we had become fairly sick by now, though, as a matter of fact it is not nearly so awkward as one might suppose, in spite of the dipping lug foresail. This had to be repeated at 2 A.M. for a W.N.W. course, and by 4 A.M. the light was abeam at a distance of one mile. The island looked very fine, looming boldly out of the dark, with its twin peaks rising almost straight from the sea. I think we all felt sorry that we could not have a look at it by daylight. By the time the sun had risen, however, we were clear of the land, which looked on the horizon in the grey morning light like a huge, steep haystack. With daylight the wind fell very light, but in spite of this we had covered 142 miles by noon, thus indicating a strong northwesterly set.

We continued with the wind pretty much the same till April 19th, on a course of W. ½ N. (true W.), on which day the current set us about 18 miles to the north. Towards evening we fell in with a tramp steamer named the *Rosario* and, feeling doubtful of our chronometer, asked her for our position by means of the International Code, but she took not the slightest notice of us. This was the second time that this had happened on the voyage, the first time being shortly after we had left the Canaries. Possibly it was merely carelessness in both cases, but I dare say that in these days of wireless some of the ships carry only a quarantine flag and a blue peter. I must admit, though, that we are sufficiently insular to believe that if the ships had been British something would have been done about it and that the vessel would not merely have passed on and left us.

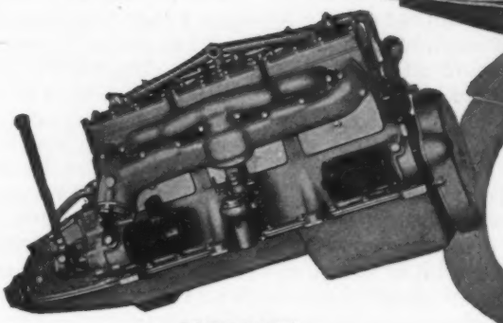
The breeze freshened a bit that night and stayed fresh, with a slightly increasing sea, giving us a series of fine daily runs, varying from 135 miles to 151 miles, until by the 22nd the sea had increased sufficiently to come aboard a good deal and liven things up a bit, though we were still able to carry full sail. The northerly set continued all this time, sometimes setting us 30 miles to the north, and once only seven miles. We now had to pass between the Baxo Nuevo reef and the Pedro Bank, the channel being, if I remember rightly, about nine miles wide. In order to do this we endeavored to keep on the parallel of Baxo Nuevo until the center of the channel bore W.N.W., so as to run through with the current astern and no cross set. We had a nice fresh breeze all day on the 23rd, and during the afternoon we were delighted to see two most beautiful vivid green fish with bright yellow tails following us. They were probably dolphins, and were quite the brightest, most metallic green I have ever seen. Later, at 10 P.M., we sighted several steamers and took them to be going through the Windward Passage to Colon.

Our distance to Belize was now 840 miles. At noon next day we discovered that the ship had got south of her course, so at 12:30 we wore ship. All the time that we were approaching these reefs the activity of the navigators was fearful to contemplate. They took observations of stars, planets, suns, moons, and God knows what. At all events it was not in vain, for in the evening they were able to announce, in the strange patois of their craft, that at 5:30



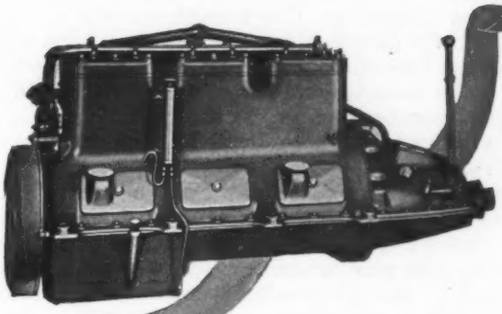
MODEL F-4
15-35 h.p. Medium Duty
40-60 h.p. High Speed

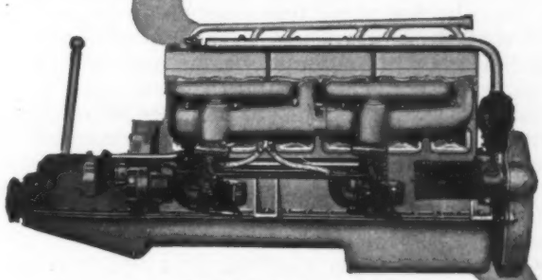
F-6 JUNIOR GOLD CUP MODEL
100-125 h.p.



MODEL F-6
50 h.p. Medium Duty
100 h.p. High Speed

Scripps
The Motor That Crossed the Atlantic





MODEL G-6
100 h.p. Medium Duty
150 h.p. High Speed

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THERE are still many weeks of glorious boating days ahead. Enjoy them to the fullest. If your present power plant has seen its best days, or is not properly suited to your hull — modernize your equipment with a responsive, quiet, clean, smooth, powerful, and faithful SCRIPPS power plant.

In fact the season is only beginning. Get the comfort that this good engine provides. The cost is strikingly reasonable, considering power, equipment and lasting qualities. Rugged construction, modern design, honest craftsmanship and material, spread your investment over a long period of years.

In every boating center SCRIPPS power plants are demonstrating what has been established for more than twenty years — that there is nothing finer built at any price.

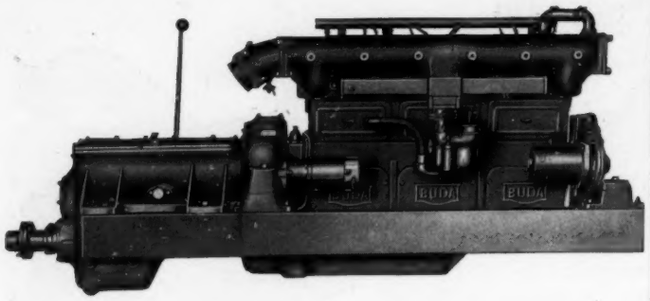
Added facilities and a greatly increased production program enable us to give you immediate delivery on all sizes and types — high speed, medium duty, heavy duty, twin-screw, reduction gears — in fact a complete power plant service for practically every type of boat up to 100 ft. in length.

Let us explain the full scope of our service.

MODEL H-6
200 h.p. High Speed

Scripps Motor Company

5833 Lincoln Avenue · Detroit, Michigan



AGAIN—Buda Develops New Type of Reduction Gear Engine

The Buda reduction gear engine is now in production and ready for delivery in the following models:

BMAR-6, 4⅛ x 5⅛
GMR-6, 4½ x 6
GMFR-6, 4¾ x 6

This engine is released only after exhaustive tests in a cruiser of heavy type. It runs with smoothness and quiet — eliminating the objectional noise which is common in ordinary reduction gear construction.

The Buda reduction gear is of extra husky construction and is applied to the flywheel end of the engine. Joe's heavy duty reverse gear is located in the compartment next to the flywheel.

Strong sturdy construction is further evidenced by the heavy herring bone type of gears, the driving gear being 5½-inch face and 8.2 inches diameter—and the driven gear 5½-inch face and 4 inches diameter. The driven gear is floated on two large ball bearings arranged to take the thrust, and the driving gear is suspended on two large ball bearings.

A substantial stuffing box is incorporated on the outside of the reduction gear case to prevent oil leakage at this point.

You will note that the reduction gear and reverse gear is built in one unit and applied to engine as one assembly. This is built onto the frame which provides one complete power plant. The reduction gear compartment is water cooled — and uses the same oil as used in the engine.

Further particulars given promptly upon request

Branch Offices:

30 CHURCH STREET • • • NEW YORK, N. Y.
664 MISSION STREET • SAN FRANCISCO, CAL.

THE BUDA COMPANY

Established 1881

HARVEY (Chicago Suburb) ILLINOIS

BUDA MARINE POWER

P.M. observation of the sun crossed with a 7:11 P.M. observation of Arcturus gave us 15° 53½′ N., 77° 45′ W. on exactly the position we wanted between the two banks.

All that night we had a nice fresh breeze, giving us 6 to 7 knots, but at dawn the breeze became very light, and during my morning watch, as soon as it was light enough to see anything, I noticed that the sea had become a light green. This did not seem a healthy sign. The noon position showed us to be off our course! In other words, there must be at that point a 1¾-knot current running to the east, unmentioned in any sailing directions. We were now somewhere on the Pedro Bank, having passed between the cays and reefs on the southeastern edge of it just before dawn. At 1 P.M. we wore ship, altering course to W. by S., and at 2:44 got a second longitude sight, placing us on the northern tongue of the Pedro Bank. During this time all the old doubts about the chronometer naturally reasserted themselves, and the only way of settling them seemed to be to take soundings. Accordingly, adding a bit of length to our lead line, at 5:30 P.M., when the water should have been 16 fathom, we took a sounding, and to our relief found that everything was as it should be.

For two or three days after this the wind fell fairly light, until on April the 28th when we made the Swan Islands, it fell away altogether. This I think was the hottest day we had. It was impossible to walk on deck with bare feet or sit on the cabin top, and the sails hung absolutely limp.

The Swan Islands got their name from Captain Swan, a famous buccaneer, whose earthworks still remain on the western island, which has a few inhabitants and a W. I. T. station.

After taking sights to check the chronometer, which we found to be losing 65 seconds a day, we carried on with the engine, much to the disappointment of the inhabitants, I think, who were plainly visible on shore and obviously much interested in us. By evening we were being treated to every symptom of an approaching norther — glistening sea birds flying south, sky threatening to the north, and numerous wind and rain squalls, one of them presumably circular, for it backed about four points in three minutes, though I think it lasted not more than five minutes altogether. The sea was unnaturally calm, and at 6 o'clock numerous waterspouts to the north, west, and south, made their appearance, and just as darkness fell there was one tremendous flash of lightning, unaccompanied by thunder. We all noticed immediately after this an overpowering smell of seaweed and mud and bad fish, so possibly there had been a spout ahead of us in the dark that had stirred up the ocean bed a bit.

After an extraordinarily windless night and even more numerous waterspouts at dawn, a northern breeze sprang up at 8 A.M., with a rapidly increasing swell. By 10 A.M. we were doing seven knots and wearing oilskins. This continued all day, the seas increasing slightly, until at 6:30 we took in the foresail and put two reefs in the mainsail in order not to close the land too quickly. At 11 P.M. we sighted Sand Bore Cay Light on the port bow, and altered course to S.S.E. to get an offing. The rest of that night we spent sighting one light after another, and by daylight we were inside the reef and going through the tortuous but well beaconed passage among the Cays to Belize.

I should imagine, without really knowing, that many of these cays are exactly like the South Sea Islands, and after reading Stevenson one sees the ivory white beaches, the multi-colored waters and the graceful palm trees with a curious feeling of having seen them before. During the afternoon we saw two black fins swimming about — our first sharks. A couple of hours later we sighted Belize, and by six in the evening we were tied up comfortably to the customs wharf.

We had left Falmouth the 30th of April, 64 days before,

IMPORTANT NOTICE

To our customers and other friends in the trade

The Mahogany Association, Inc., has seen fit to send out a circular, advising the public of the decision of the Circuit Court of Appeals, sustaining the "Cease and Desist" order of the Federal Trade Commission against the use of the name "Philippine Mahogany."

This circular is inadvertently worded in such manner as to convey to the recipient, the impression that he can no longer sell Philippine Mahogany as such.

The facts are as follows:

We and our Associates in the case (The Philippine Government, Philippine Mahogany Association, the Department of Insular Affairs and other Philippine Mahogany Dealers) have been granted a stay and our attorneys are preparing an appeal to the United States Supreme Court, where the case will probably come up some time next year.

In the meantime, you can buy, sell and manufacture Philippine Mahogany under that name, as formerly, without asking permission from the importers of Mexican and African Mahogany.

We ask you to read carefully, the findings of Judge Swan, one of the three U. S. Judges sitting on this case, which we quote verbatim:

> "I reluctantly concur in the result because the Commission has made findings of deception of the public,* which there is some evidence to support, though in my opinion it is greatly outweighed by contrary evidence. The purchasing public knows little, and cares less, I think, about the botanical characteristics of mahogany. The Philippine Government, our own Departments of War, Commerce and Agriculture, and the Interstate Commerce Commission have been accustomed for years to refer to the woods in question as 'Philippine Mahogany.' The National Hardwood Lumber Association, has, since 1916, established rules for grading 'Philippine Mahogany.' This term is used in foreign countries, also. Combined with the word 'Philippine,' 'mahogany' is used in its commercial as distinguished from its botanical sense. Such usage is common in the lumber industry, witness: Douglas Fir or Oregon Pine, which is a false hemlock, red cedar, which is a juniper; and many other instances which might be cited. Interference with such commercial usage does not seem to me justifiable, but in view of the Commission's findings the Court is powerless."

*None of the evidence connected this Corporation with a single instance of deception in any way, shape or manner. — I. Q. O. Co.

The complaint in this trade controversy (which it is) was instigated by our competitors, owing to the steady growth of the Philippine Mahogany industry during the past twenty years.

The order of the Federal Trade Commission (two of five members vigorously dissenting) is based on botanical grounds and we believe it to be contrary to the evidence. We believe the law creating the Federal Trade Commission gives it no power to decide cases *against the manifest weight of the evidence.* The Supreme Court has the power to rectify this condition and we have confidence that its decision will be a just one to the important Philippine Mahogany industry.

The National Hardwood Lumber Association and the National Association of Engine & Boat Manufacturers on behalf of their respective industries, filed briefs opposing the order.

Send for samples and judge the wood for yourself.

As our mill is the largest in the Philippines, cutting over four million feet monthly, we can offer you the best stock obtainable for *texture*, *color* and *grades*, costing 25% to 35% less than present prices of Mexican and African.

For boat planking, Philippine Mahogany is unexcelled, being strong, durable, light in weight and does not stain around the copper rivets. Supplied by us for such craft as:

"CORKER" — Winner of Boston to N. Y. outboard race; Sea Sled Co., Builders

"RUBBER BABY" — Winner of Class B outboard race at St. Louis; Herbst Boat Works, Builders

"BABY WHALE" — Winners of all three Class C races at Worcester; D. N. Kelley & Son, Builders

Prompt shipments from over three million feet now in pile on our yards here

INDIANA QUARTERED OAK CO., 222 East Avenue, Long Island City, N. Y.

Eastern Sales Agents for **INSULAR LUMBER CO., Manila, P. I.**

A 20 Mile Cruiser

..... $6275

THE above action picture shows the single-cabin Liggett "34" powered with a Kermath 150 horsepower motor, doing a full twenty miles per hour. It is built throughout of mahogany, including the planking. Its cabin is luxuriously fitted with four box-spring berths and finished off in cream enamel and natural mahogany. A toilet, galley, full-length lockers and large mirror provide every cruising accoutrement. The afterdeck is large and roomy with leather-upholstered seats. Those who desire a slower boat may have it at less money. Write for delivery dates and more complete information on Liggett Cruisers.

13-MILE MODEL	17-MILE MODEL
KERMATH POWERED	KERMATH POWERED
$5475 COMPLETE	$5875 COMPLETE

A. G. LIGGETT & SON CO.

Boat Builders for 30 years

WYANDOTTE ... MICHIGAN

The Liggett "34"

and actually had been at sea for 54 days, covering 6,000 miles.

A word or two in closing about *Red Riding Hood's* peculiar rig, and her engine. She is rigged actually as a double-lugger, with a single jib, dipping foresail and standing mainsail. The foresail is loose-footed but was frequently boomed out with an odd spar, and when running was set forward of the shrouds. Being a lugsail there were no peak halliards, and to steady her up, the yard was often rigged with a vang and a brace, the brace being rove through a block put below the truck of the mainmast, and led down and made fast to the spider band. One of her peculiarities is that her masts are raked well aft, as in a schooner, instead of forward, as in a lugger. This rather contributed to the chafe we experienced on the passage. On the whole, we found the rig satisfactory, though it was not ideal.

The engine, a 16-horse, 2-cylinder sleeve valve Kelvin, consumed a gallon of paraffin (kerosene) an hour, giving us six knots in smooth water. We were able to carry 75 gallons of fuel which, with eight cans of petrol, we reckoned ought to give us 500 miles. During the first 15 days from Falmouth to the Canaries we used the motor for 40 hours, and refilled at Las Luz. After the second run of 25 days we had sufficient fuel left for 235 miles, and consequently did not refill at Barbados. When we arrived at Belize hardly any fuel remained.

Deep Water Sailing

(*Continued from page 62*)

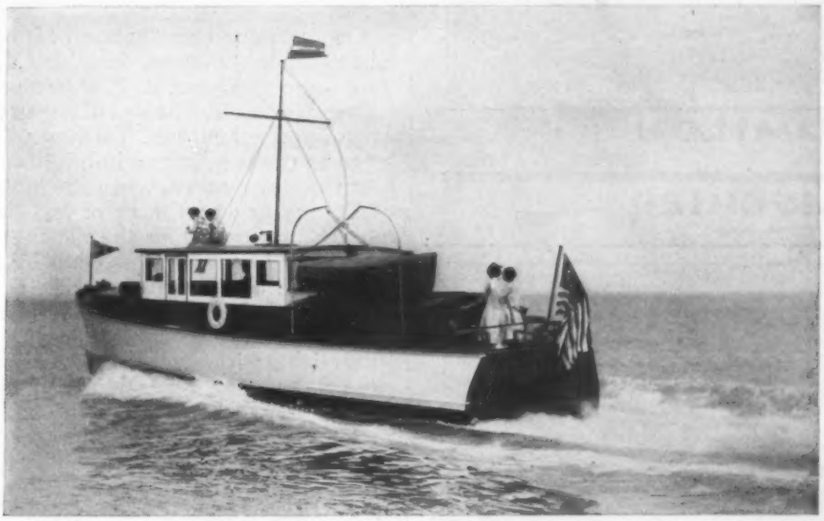
equal the sea during the gale which caught us in the Gulf Stream — a blazing sun, high white clouds, a tearing wind and great waves which, I must own, made me very anxious because they were so steep. It was just the steepness which made them so much more beautiful than ordinary deep sea waves. The glitter and the colors were beyond anything I could ever have imagined.

For some time Warneford and I measured the range from trough to crest. We used a very sensitive anaeroid which would show a difference of reading between the levels of the cabin table and floor. The average was 46 to 50 feet, and 52 feet was the biggest we observed. The instrument was at about water level, and nearly amidships, so it probably followed the contour of the waves fairly accurately. The wind was N.N.W. across the Stream, and readers of YACHTING will know how steep a sea that brings. We have nothing like it here. It is the knowledge of that sea which makes me think that the course of the Bermuda Race is, potentially, far more formidable than our Fastnet course, which may be bad enough, it is true, but which provides harbors of refuge as a last resort.

Perhaps the most critical time in such a gale begins with the easing of the wind. As soon as it can no longer dominate the waves they seem to get out of control. They become irregular, rise up in heaps, and run crossways. The tops crumble and fall down with a crash, making a peculiar noise like falling masonry, which is rather terrible to hear. Moreover, the sea may still be very bad when the wind has dropped so much that the ship hardly feels the effect of her close-reefed sails. It is then, of all times, that she needs most careful watching, and she must be steered by hand. So it was in this Gulf Stream gale. We let draw the storm jib, and I steered gently along; but after a while I must have become careless, for the idle top of a sea hit her on the broadside, shot into the air and came down on top of my head. It knocked me off the steering bench, but the rope around my waist brought me up all standing and no harm was done. It was the only sea I ever saw come aboard *Jolie Brise* and served as a timely reminder that the sea still demands constant watchfulness though the strength of the gale may be past.

GREATER *than ever!*

"38" Matthews *for* 1929



125 H.P. *Kermath Motor* Standard Equipment—*Speed* 15 miles per hour *or Better*—The same *Famous Hull*—Many added luxuries and comforts in every model. Refined arrangements with "quality throughout" the keynote

Now the Famous Family Matthews "38" "steps out" once more. The new 1929 models outrank even past Matthews performance. The greatest of all cruisers are now greater — more outstanding — than ever before!

In the already famous Matthews hull — a marvel for staunch seaworthiness and trim lines — has been installed, as standard equipment, a 125 h.p. Kermath marine motor which develops almost twice the power formerly installed as standard equipment and assures a speed of 15 miles per hour — or better!

And in these new Matthews "38's" you will find not only this increased power and speed, but added refinements and comforts that will enhance still more your enjoyment and pleasure as a Matthews owner.

If you are like most yachtsmen, you already have a high opinion of Matthews "38" Stock Cruisers. Inspect these new boats and that feeling of admiration will be further increased. You will marvel at the sheer value offered — so much boat for so little money! Only Matthews production facilities and "greater value" policy make it possible.

You will find, too, the new Matthews "46" fast standardized Cruiser for 1929, a wonder for beauty, speed and comfort. New luxury of appointments, inside and out. New delights in ownership! A yacht to be proud of!

Deliveries now. Literature gladly sent on request.

THE MATTHEWS COMPANY, PORT CLINTON, OHIO, ***Designers and Builders of Boats of Distinction Since 1890***

***SALES and SERVICE*—Belle Isle Boat and Engine Co.**, 9662 E. Jefferson Ave., Detroit. **Bruns, Kimball & Co.**, 50–54 West 17th St., New York City. **Leftwich and Samuel Co., Inc.**, 1454 Builders Bldg., Chicago. **Wm. V. Masson**, 421 Munsey Bldg., Baltimore, Md. **Walter H. Moreton Corp.**, 1045 Commonwealth Ave., Boston. **Lake Erie Yacht Brokerage Corp.**, 1365 West 117th St., Cleveland. **R. Sealy**, Commerce Bldg., Galveston, Texas. **Robert V. Staats, Inc.**, Bay Front and Palm Ave., Balboa, Calif.

STAPLES
JOHNSON
CRUISERS

TOMILOU

MISCHIEF

TOMILOU and MISCHIEF pictured above are two of our 40′ Stock Cruisers; designed by Ralph E. Winslow. Powered with 150 h.p. Kermath or Sterling Petrels, these boats are capable of a 16-mile speed.

Two commodious cabins afford sleeping accommodations for six. Price $9200, completely equipped in every detail, including Lux Fire Extinguishing System. No extra costs of any kind.

We also build to special order 48′ Standardized Cruisers powered with twin-screw Sterling Petrels. Price $16,500, completely equipped, including Lux.

Typical "Down East" construction makes our boats unusually rugged and seaworthy.

Write us for specifications and photographs showing these boats.

"It Costs Less to Build Good Boats in Maine"

STAPLES, JOHNSON & CO.
BIDDEFORD, MAINE

Some Notes and Comment on the Bermuda Race

(*Continued from page 47*)

as hardened mariners as Harry. And hammering to windward for seven or more days is not the easiest life in the world, especially on a 34-footer. Snappy work, boys; you have set a fine example for your clubmates to follow.

Some people thought it would be impossible to beat Bob Bavier into Bermuda, he having been the first to finish in three consecutive races; or that John Alden could be beaten, he having won two straight races. All of which was very, very wrong. And which, though a disappointment to Bob and John, is not at all bad for future competition.

Add the names of three designers to those who have already achieved fame by designing seagoing yachts which can hold their heads up in any company. Billy Roué, with *Malay;* Billy Hand, with *Yankee Girl;* and Ford, Payne & Sweisguth, with *Chimon*, must all be reckoned with in the future. Which, as mentioned before, is a good thing for the game.

The one squall encountered hit some of the boats, and missed others. *Dragoon*, *Malabar IX*, and *Flying Cloud III* were some which got it. *Teal* had perhaps the most interesting experience. The squall began to split into two pieces when approaching her. Tacking to port, *Teal* went right between the two, sailing in bright moonlight until she got past the stormy area, when she tacked back to starboard.

The arduous and more or less thankless job of sealing motors and inspecting the big fleet at New London was completed in thorough fashion by the special inspection committee composed of E. H. Tucker, H. A. Jackson, A. F. Masury and George Woodward, Jr., while B. K. Sharp attended to the measuring of those craft which showed up without a measurement certificate. Most of the boats passed inspection without trouble, but a few of the newcomers to ocean racing had to hustle around and procure a spare compass, pump, or what have you, before the eagle-eyed committee would give them a clean bill of health.

Tycoon Triumphs in Newport Regatta

(*Continued from page 67*)

schooner cup the first day, beating *Queen Mab* on her time allowance and *Shawna*, boat for boat, both being a class higher in rating than *Mary*. *Mary Rose* won not only because she is a sweet little schooner but because she was the only boat whose light sails were handled with any speed or precision on either day. Unfortunately, she did not come out on Wednesday. *Shawna*, carrying the old rig, would have liked a reaching race better, but going to windward and back *Queen Mab* easily beat her both days.

Rowdy won in the "Forties" the first day, but was badly beaten on Wednesday. On the latter day Charles L. Harding's two boys sailed a great race in *Pampero*, and won handily only to find their boat disqualified for not having aboard a member of the New York Yacht Club.

W. H. Taylor.

Corker Wins Boston-New York Marathon

(*Continued from page 43*)

gasoline tanks and most of the successful craft used autopulse fuel pumps.

The following are the official elapsed times:

Boat	Pilot	Hailing Port	Motor	Elapsed Time
Corker	C. P. Stevens	Albany, N. Y.	Evinrude	14:05:30
Magnum Cute-Craft	A. T. Buffington	Fall River	Evinrude	14:15:36
Sea Sled	J. L. Chapman	Boston	Evinrude	14:21:27
Baby Whale	H. R. Maddocks	Boston	Evinrude	14:50:48
Lyman	J. E. Wilkinson	Fall River	Lockwood	19:40:00
Pigeon	W. Snedichi	Boston	Evinrude	19:15:45*
Pigeon	William H. Harris	Boston	Elto	20:28:47*
Fridgeport	Stephen Koteles	Bridgeport	Johnson	30:58:00*
Don E II	Everett E. Straker	N. Attleboro	Johnson	33:93:00*

*Stopped at 9 p.m. June 16, resumed racing 7 a.m. June 17.

TOMBOY
J. G. Miller, owner
Sails from Wamsutta Duck
by Cousens & Pratt

"Wamsutta is Great Stuff"—says the Owner of this Champion Star Boat

The best advertisements of Wamsutta Yacht Duck are written by the men who have sailed with it to victory; like this letter from Mr. J. G. Miller of Norfolk, Virginia.

He writes: " *Tomboy* is champion of the lower Chesapeake Bay Hampton Roads fleet and won the City of Norfolk open championship cup last summer.

"She made 3rd place in the Midwinter International series, Havana, Cuba, January 27th to February 2nd, 1927. 'Wamsutta' is great stuff, closely woven enough to be strong and smooth, yet very pliable so that the sail takes the proper form in the lightest breeze. In my opinion, strength and pliability are paramount in racing sailcloth."

Ask the winners in your own club and class about Wamsutta Yacht Duck. Their word is the best testimony of its quality.

In the cabin Wamsutta Percale sheets and pillow cases add real luxury to the cruise.

HOWE & BAINBRIDGE, *Distributors*
220 COMMERCIAL STREET, BOSTON, MASS.

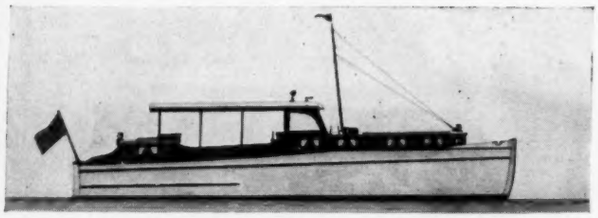
Made in All Weights for Boats of Every Size

WAMSUTTA YACHT DUCK

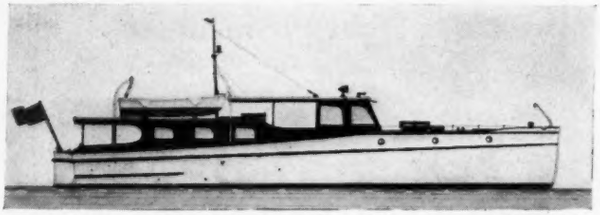
Made in America for American Yachts

WAMSUTTA MILLS, New Bedford, Mass., *Founded 1846.*—RIDLEY WATTS & CO., *Selling Agents*, 44 Leonard St., N.Y.

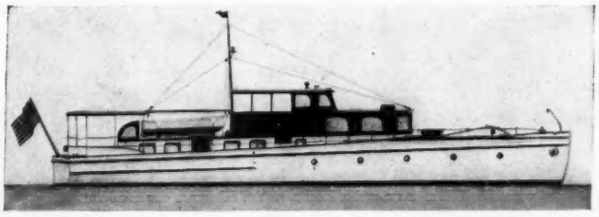
THE repeal of the annual "users tax" enables us to deliver the following Dutch built craft, fully equipped, in New York waters, all taxes prepaid.



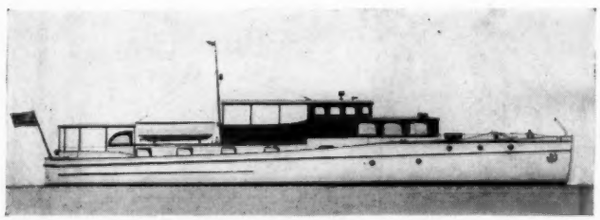
39-ft., double cabin cruiser. Teak hull, mahogany trim. Choice of U. S. motor. Price **$8250.00.**



50-ft., Teak or Steel hull. Two 65 h.p. U. S. motors. **$17,500.00**



73-ft. Steel hull, zinc coated. Two 200 h.p., Sterling Dolphins or two 175 h.p. Hall-Scott motors. **$50,000.00.** Two 150 h.p. M. A. N. Diesels. **$62,000.00.**



90-ft. Steel hull, zinc coated. Two 225 h.p. Sterling Coast Guards or one 200 h.p. Diesel engine. **$76,500.00.**

STEEL
DIESEL CRUISERS
COMMUTERS
YACHTS

LUCTOR ET EMERGO

DUTCH BUILT CRAFT
CUSTOM BUILT AND STANDARDIZED
POWER CRUISERS AND SAILING YACHTS

F. VAN ROSSEN HOOGENDYK

Naval Architects, Engineers and Builders

GRAYBAR BLDG. NEW YORK CITY

A Tabloid Cutter for a Long Cruise

(*Continued from page 74*)

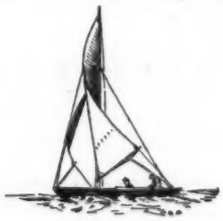
the cabin, for the six-foot tender will probably find its way to the cabin top as often as anywhere else.

Below deck the arrangement is simple and conventional. Water and some stowage space is provided for under the bridge deck. Opposite the stove a flat table top, which is removable, rests on a set of drawers or shelves, while two shelves extending along the sides above the berths provide further stowage space. The berths run forward under the deck, but there is ample sitting-up room on the after ends in the cabin. A pump toilet is housed between the berths just forward of the mast. The transom berths will have closed fronts and the stowage space underneath will be accessible only by lifting the cushions, which is perhaps a nuisance but allows more things to be stowed than is possible with an open front or with tiny drawers. More shelves in the forepeak will provide space for spare blocks and rigging, tools, and a thousand incidental items, but it is not likely that they will stay where they belong very long. Before we are a week out the marlinespike and sail palm, beeswax and thread, will all be mingled with razors and toothbrushes, clean clothes and cooking utensils, and the cruise will be completed with things in their natural locations.

Postscript is not expected to be an ideal cruiser, nor is she one of those dream ships which have been in the making for several years. Consequently, we feel free to change our minds as often as we like, and if the stove eventually appears to starboard and the toilet somewhere else it will be only in accordance with the tradition which makes every small boat a doubtful quantity until it is finished and paid for. We have not yet been able to visualize how best to use the space under deck alongside the cockpit, and rather than be evasive or label it "general stowage" we will admit being puzzled about it. There is not sufficient room for water tanks.

Another doubtful matter is, of course, the amount of inside ballast which will be required to bring her to the waterline. Or, perhaps, it will be a question of taking lead off the keel, for we are not very sure of our calculations of weight. However, we are taking steps to conceal effectually any glaring errors by painting the waterline an inch or two higher than the designed line, and before we get through we will have all the men in the shop so bewildered as to just which is her correct waterline that we can safely claim perfect flotation no matter how deep she sinks or fails to sink.

As to the cruise itself we are equally vague. We have talked about the attractions of the Bahamas, Cuba, Jamaica, and places farther off, but we are secretly waiting to see how our stomachs fare. If they are no more seagoing than they were a year or two ago, then it is a foregone conclusion that the most enjoyable part of our offshore jaunts will be the harbors at the end, and we are not sure but what that will be the case anyway. There is something appealing about the discomfort of tossing around in the ocean miles from shore, with broken sleep, irregular meals, and all the rest that comes with bad weather, but a succession of harbors not too far apart is equally attractive and much less strenuous. So we will choose our course when the time comes, and the ship's log will truthfully record the trials of two hands who do not feel quite as salty as the cruise they have laid out.



A year to pay *and* a *lifetime* to enjoy!

Chris-Craft Announces New Confidential Deferred Payment Plan

This is one of the most important announcements we have ever made. Effective immediately all Chris-Craft motor boats are made available to the retail purchaser on an unique 12-month deferred payment plan sponsored by the well-known Commercial Credit Company, with offices in all leading cities throughout the world.

Now you can buy your Chris-Craft and pay for it out of income. Just think . . . a year to pay for it and a whole lifetime to enjoy it. Long after your Chris-Craft is paid for, it will still be as sound, serviceable and smart looking as it was when new. Unlike a car, a Chris-Craft depreciates very slowly. In fact, it is not uncommon to see Smith-built boats 25 to 38 years old still operating.

Details on this new Chris-Craft Confidential Deferred Payment Plan are now available through all Chris-Craft dealers. See yours today and let him tell you more about it. Mail coupon for a copy of our Deluxe Catalog.

CHRIS SMITH & SONS BOAT COMPANY
408 Detroit Road · Algonac, Michigan

The 26-foot Chris-Craft Deluxe Cabin Sedan makes boating not only possible but comfortable the whole year through. All-mahogany construction. Cabin integral with hull and luxuriously upholstered. Speed with 200 h. p. Chris-Craft Motor, up to 43 m. p. h. or with 150 h. p. motor up to 38 m. p. h. Seating capacity, 10.

24-foot Chris-Craft Sedan, powered with a 120 h.p. marine motor. Speed up to 33 m. p. h. Smartly designed top is covered with durable grained fabric of contrasting shade. Side curtains permanently attached but neatly rolled out of view when not in use. Seating capacity, 10.

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St. Louis, Mo., July 5, 1928
Johnson Giant Twin captures first in both heats of Free-for-All at Annual M. V. P. B. A. Regatta against fastest racing outfits in country Stop Johnson Big Twin second Stop Johnsons also figure prominently in other events.
Olive Cycle & Motor Co.

San Francisco, Calif., July 5, 1928
Johnson Big Twin wins Class C Free-for-All at Clear Lake Highlands and at Lucerne while Johnson Standard Twin wins 1st, 2nd, 3rd in Class B Free-for-All A. B. P. A. competition.
B. H. Hebgen Co.

Berlin, Germany, June 18, 1928
Johnson Big Twin wins coveted Carlshagen Challenge Trophy at International Regatta, Lake Templin, Germany, winning first in Class C in each heat.
F.J.Schussel

Tampa, Fla., July 4, 1928
Johnson Motors make clean sweep in Class B races at St. Petersburg Fourth of July Outboard Regatta taking first, second and third Stop Also take second and third in Class C
G. P. Moore

Springfield, Mass., July 4, 1928
Baby Whale powered with Johnson Big Twin has big day at Fourth of July Outboard Races at Congamod Lake winning both Class C and Free-for-All events Stop No one here will bet on anything now except your Big Twin
Crandall Cycle Co.

Clinton, Iowa, July 5, 1928
First, second and third places in Class C event of July 4th races won by Johnson Big Twins Stop Johnson Standard easy victor in Class B
Hoffman Music Co.

Seattle, Wash., July 4, 1928
Johnson Big Twin continues its string of victories in the Pacific Northwest winning first place in both Class C and Class D Fourth of July races here today Congratulations
Pacific Marine Supply Co.

Racine, Wisc., July 4, 1928
Johnson Big Twin won first places in Class C, Class D and Free-for-All events here today under auspices of Racine Power Boat Association
Guy H. Dixon

Kenosha, Wisc., July 1, 1928
Johnson Standard Twin wins first and second in Class B event of American Legion Water Frolic Stop Johnson Big Twin takes 1st, 3rd and 4th in Class C and 1st and 4th in10 mile Free-for-All
Evans Sporting Goods Store

Chatham, Mass., July 4, 1928
Sea Sled powered with stock Johnson Big Twin Class C Motor cleans up in Chatham-Cape Cod Outboard Regatta today Stop Very pleased with motor
Frederick W. Proctor

Johnson Motors are sold on the free trial plan—with convenient payments if you desire. Write for interesting booklet on "What You Should Have in an Outboard Motor."

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Canadian Johnson Motor Company, Ltd., Peterborough, Ont.
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Johnson
Outboard Motors

OVER HALF OF ALL THE OUTBOARD MOTORS THAT ARE SOLD ARE JOHNSONS

Star International Championships

(*Continued from page 48*)

Last fall they in turn were defeated by Walton Hubbard, in the *Tempe III*, and for the first time in the history of the class the honors went to a West Coast fleet. It was freely predicted that if this ever occurred the eastern fleets would not send many challengers, but of the eleven Atlantic Coast Star fleets nine have already filed challenges for 1928 — three times the number that ever made the transcontinental trip in the opposite direction.

Fleets from Cuba, Hawaii, British Columbia, and probably the Philippines, will be represented. Word has just been received that an application from a French fleet is on the way (The Flotte de Paris) and that France is very apt to be present, thereby giving Europe its first entry, with the chance of taking the event across the Atlantic.

Model Yachting

(*Continued from page 80*)

finish line, several yachts lost races when a change of wind headed them back to the starting line. *Astoria* lost her mast in a collision and retired from the racing. *Maya* also withdrew.

Score at end of second day's race: *Slipper*, 49; *Patsy*, 44; *Yankee Doodle*, 44; *Bostonia III*, 40; *Little Rhody III*, 38; *Peerless*, 38; *Yvonne*, 37; *Matte*, 36; *Mariposa*, 30; *Beatrice*, 26; *Huskie*, 24; *Astoria*, 3.

Third Race, July 4th

Wind S.W., very light and fluky. At a special meeting called the previous evening it had been decided not to count all points won and lost from *Maya*, *Astoria* and *Columbia*, leaving only 11 yachts to race. Only one race was sailed and after it all resails were held.

The final corrected score follows: *Slipper*, 36; *Patsy*, 34; *Yankee Doodle*, 34; *Bostonia III*, 30; *Peerless*, 30; *Matte*, 30; *Yvonne*, 24; *Little Rhody III*, 23; *Mariposa*, 17; *Beatrice*, 17; *Huskie*, 9.

The Association wishes to thank Colonel U. S. Grant, 3rd, for his coöperation in having the pool filled to the limit. It also wishes to thank Commodore Payne and the members of the Washington Model Yacht Club for their many courtesies. JOHN BLACK

Recent Yacht Sales

Reported by Lloyd's Register of American Yachts

Rofa, 39′ auxiliary schooner. Sold by Henry L. Tiffany to William Roos, of Pelham, N. Y.

Bonito, 90′ power yacht. Sold by Alexander Laughlin to A. E. Van Bibber, of New York City.

Wild Cat IV, 56′ power cruiser. Sold by William T. Mann to Leonard Outhwaite, of New York City, and renamed *Kinkajou*.

Julie M., 43′ Consolidated cruiser. Sold by R. M. Smith to Winslow S. Pierce, of New York City.

Hilaria, 32′ auxiliary schooner. Sold by A. E. Van Bibber to Hubert R. Schaddelee, of Grand Rapids, Mich.

Cladoma, 54′ power cruiser. Now owned by Arthur O. Lipper, of New York City.

Priscilla, 65′ power cruiser. Formerly owned by G. R. Hemenridge; now owned by Clifford G. Ludvigh, of New York City.

Istar, 28′ auxiliary yawl. Sold by Gordon C. Prince to Dr. Malcolm Storer, of Boston.

Tamerlane, 30′ auxiliary yawl. Sold by William F. Caesar, of City Island, to E. B. Gallaher, of Norwalk, Conn.

Rusalka, 45′ power cruiser. Sold by Haywood P. Cavarly to Dr. James R. Reuling, of Bayside, L. I.

Abnaki, 56′ Elco cruiser. Sold by Arthur W. Huguley to Walter M. Horowitz, of New York City.

Bedouin II, 49′ power cruiser. Sold by Louis H. Strouse to Richard Goldsmith, of New York City.

Robin II, 47′ power cruiser. Sold by Frederick A. Henderson to Alonzo Jessop and Al Frodt, of San Diego, Calif.

Radiant, 73′ power cruiser. Sold by Clifford R. Hendrix to John W. Hanes, of New York City.

Saona, 46′ auxiliary schooner. Sold by Horatio Hathaway to O. M. Mitchell, of New York City.

Doris, 76′ power cruiser. Sold by Walker P. Inman to Frank A. McHugh, of Wilmington, Del.

Hunch II, 21′ sloop. Sold by Oliver B. James to Jerome Monks, of New York City.

Sequoia II, 98′ power yacht. Sold by Richard M. Cadwalader, Jr., of Philadelphia, to William H. Dunning, of Fort Worth, Texas.

Consuelo, 38′ auxiliary schooner. Sold by J. Burr Bartram to A. L. Hoffman, of New York City. To be renamed *Daiquiri*.

Medric, 42′ auxiliary yawl. Sold by Joseph Guild to Robert H. Taylor, of Hyannis, Mass.

Senga II, 30′ auxiliary yawl. Sold by William P. Sanders to Thornton Burgess, of Boston.

Consistent Winning

Makes the Fairchild Aero the Most Talked of Racing Boat Today

Its Fame Has Spread to England, France and Brazil!

THE Fairchild Aero has definitely established itself as the most consistent of winning boats. You have but to glance at the season's racing records since the first Fairchild Aero went into action in April. In every race, whether the course was long or short, in every regatta entered, the Fairchild Aero has always been in the winning column. At Worcester, Mass. in May two new world's records were made by Fairchild. At Albany, N.Y. in July the single Fairchild Aero entered opened the eyes of every spectator with its winning speed in B and C class events. The single Fairchild boat won no less than 4 trophies, including the much coveted Commodore's Cup.

In national regattas in competition with the country's best boats and drivers, in dozens of local races, in time trials and in long course racing such as the the Albany-New York, where Fairchild took first by eleven minutes, this new and different boat has proved consistently fast.

Wherever there is racing, in this country or abroad, drivers are demanding the Fairchild Aero, the outboard with airplane lines. Boats have already been shipped to England and France, and the latest foreign order is from Rio de Janeiro, Brazil.

In the Fairchild Aero are found many improved construction features which assure long service, free from the troubles so often found in racing boats. Special rivetted batten bottom construction; heavy knee supporting transom; an individual knee supporting each pontoon, preventing leakage; improved streamline fuselage. These are some of the advanced features which make the Fairchild Aero a uniformly stronger and faster boat, one that wins and stands up under the hard banging and pounding of the race course.

It is not too late to buy a Fairchild Aero for this season's use. Increased production makes immediate delivery possible.

An Entirely Different and *Faster* Bottom Gives Increased Speed

The combination of six longitudinal steps and two cross steps, found only in the Aero, gives a marked reduction in bottom friction, and consequently a faster boat. Notice the two stern pontoons, built as a part of the hull. These pontoons were introduced and perfected by Fairchild especially for the Aero boat.

A copy of "The Fairchild Aero and How It Came About" will be of interest to every outboard racing driver. A copy will be sent free of charge upon request.

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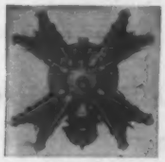
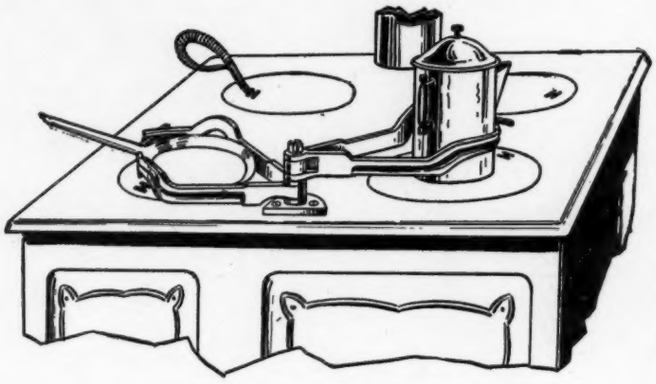


Caminez Airplane Engines

Help for the Cook

Galley Stove Tongs

[PATENTED]



GALLEY STOVE TONGS hold pots and pans on your galley stove, in spite of rough seas or steamboat swells.

Hot Food When You Want It

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Will hold anything from a full sized pot to a tin cup.

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PRICES:

With No. 1 support $9.00
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PARCEL POST OR EXPRESS EXTRA, BUT YOUR DEALER OUGHT TO HAVE IT

ALEXANDER McNAB

One Broadway • New York City

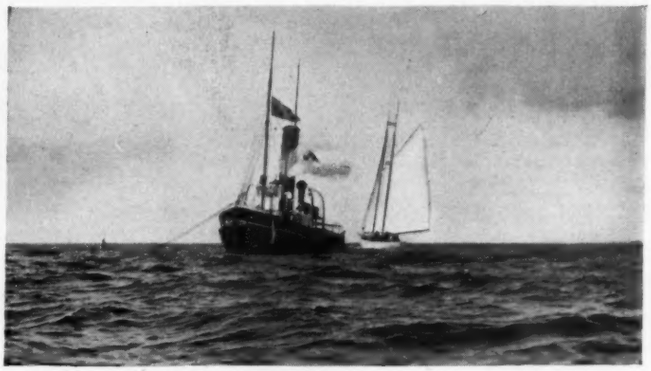
How the Leaders Sailed the Bermuda Race

(*Continued from page 40*)

and the rest that the race had evidently gotten on their nerves, I hustled them below to sleep it off.

Dawn came gradually. Scanning the horizon ahead, no sail hove in sight. But about 5 o'clock one of my watchmates happened to glance astern and immediately howled: "There's *Dragoon* right on our starboard quarter!" Sure enough, there she was, one of our most dangerous competitors, a good mile astern.

The wind increased during the day to a brisk sailing breeze, and both boats hammered away, close-hauled,



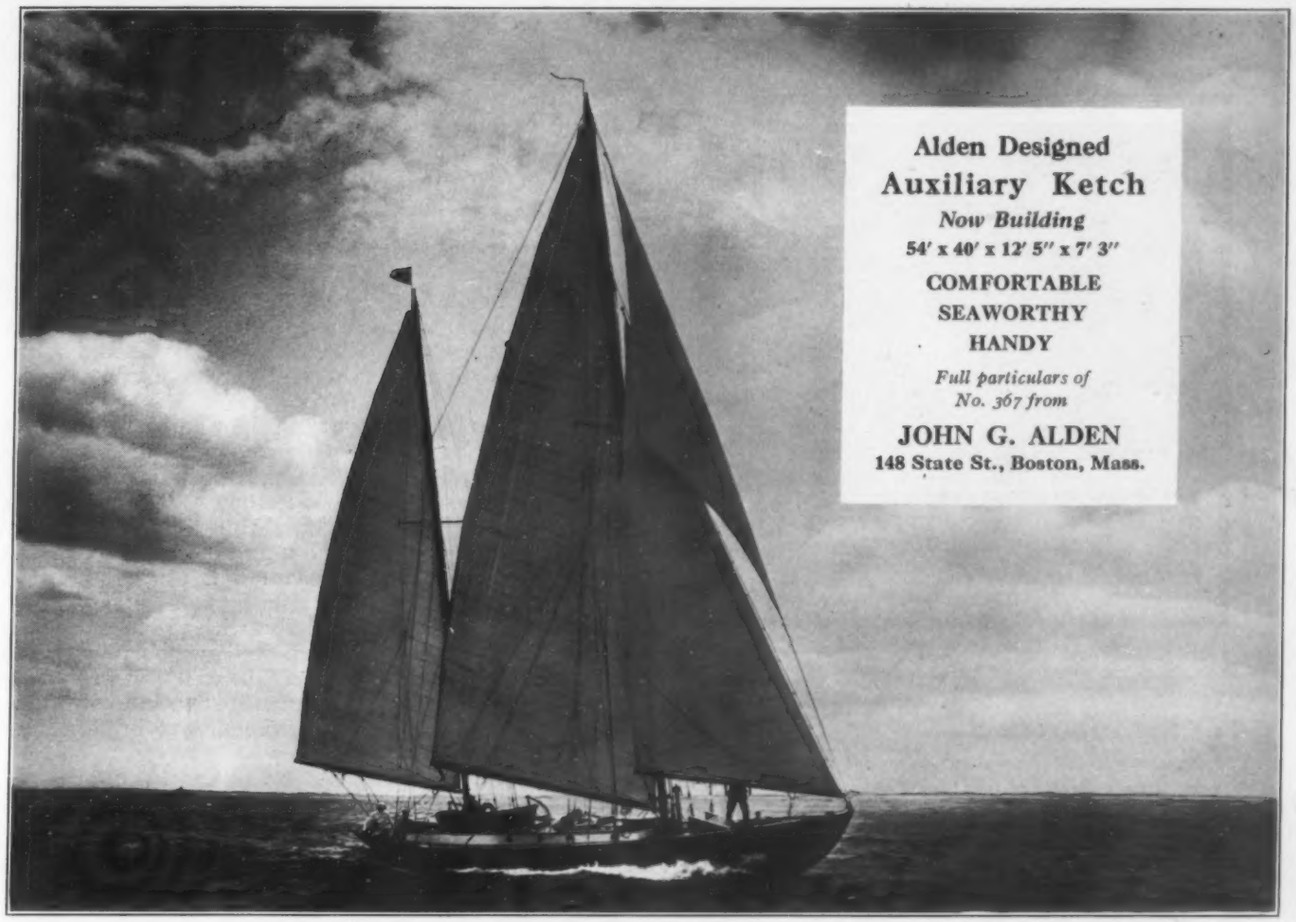
The committee tug of the Royal Bermuda Yacht Club at the finish off St. David's Head.

scuppers streaming. For some reason *Dragoon* had doused her jib-topsail and forestaysail, and instead of gaining mile by mile, as she had done before, now gained only foot by foot.

Around 3 P.M. on this Monday, our upper springstay let go at the foremast head, the whipping wire getting beautifully tangled up in the main peak halliards, the main-topsail having been doused as it would not set in the strong breeze. Hank Meneely went up the mainmast and failed to rescue it with a boat hook. Captain Bert, after a valiant struggle, fared better, finally cap-

Harry Pidgeon on the stern of *Islander* at Bermuda after winning in the small class by a wide margin.

turing the errant stay. Then Hank shinned up the foremast, armed with turnbuckles, shackles and tools, and after a half-hour struggle, finally got things shipshape again. We had had to bear away a good three points to ease the pitching while the men were aloft, so that by



NAVAL ARCHITECT: "There Mr. Leason, the specifications for your yacht appear to be completed. I haven't asked what range you want in the galley, tho I have assumed that you want a SHIPMATE; but what fuel do you intend to use, coal, wood, kerosene, coke, briquets, or will you have the new SHIPMATE gas range?"

OWNER: "For years I have hoped that someday I could have a gas range in my yacht; so you may arrange to put a SHIPMATE gas range in this boat.

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UNITED HOTELS

the time the job was finished and we were once more on our course, *Dragoon* was some two or three miles to windward and half a mile ahead.

At dusk *Dragoon* hoisted her forestaysail, and, sailed hard full, began going away, and about nightfall was dead ahead about three miles. The wind moderated a bit during the night, and at daybreak Tuesday there was *Dragoon* again, some four miles off our weather bow.

All day Tuesday, in moderate airs, *Dragoon* gained slowly but surely. Just at dusk the steamer *Bermuda* hove in sight, going right between *Dragoon* and *Malabar*. *Dragoon* burned a flare, while Paul Nevin, our navigator, did some ambitious blinkering with a flashlight. Captain Davis had gone some 18 miles off his course on the chance of sighting some of the fleet, and wirelessed the news to Bermuda.

Wednesday morning dawned bright and fair, with the wind continuing to drop almost to a calm, with *Dragoon* still out ahead. Some time in the forenoon we sighted *Rugosa* some ten miles off our lee bow. This wasn't such bad news, as we had three hours' time allowance on her. It was close going at this point, and it looked as though the record for the race would fall if the wind would only hold.

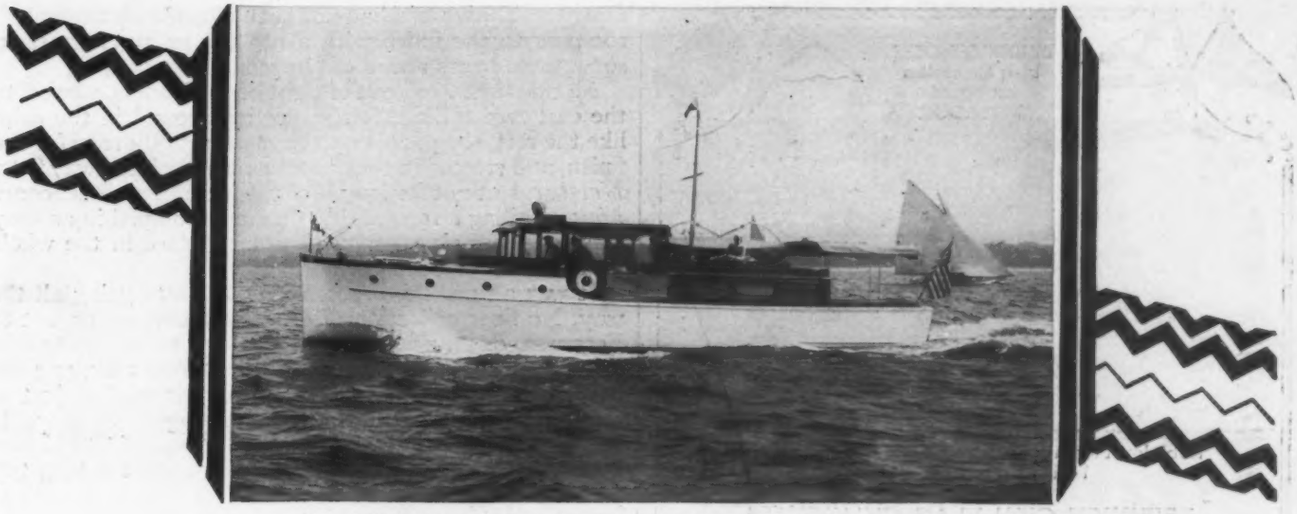
But the wind died out entirely, with the islands some 70 or less miles away. *Rugosa* ghosted away in remarkable style, and we picked up *Yankee Girl* well off to the eastward. For five hours we just managed to keep steerageway. Then the faintest of easterlies showed in flurries on

The watchful committee which timed the finish. At left, two spotters, then, C. M. Allen, F. Rounthwaite, E. H. Trimingham, H. J. Tucker, F. McCullough, J. E. Pearman, B. Walker and E. R. Williams.

the water. Slowly — oh, so slowly, it increased, until we were sailing once more with balloon canvas set. The easterly hauling ahead, we were soon down to lowers again. *Chimon* was now visible, well off the port quarter. As the wind settled and increased we drove for the finish at a 7-knot clip.

At 9 P.M. we sighted both Gibb's Hill and St. David's lights, a perfect landfall. *Yankee Girl* was some five miles ahead off the port bow, and *Dragoon* about the same distance off the lee bow. If the wind held, we still had a chance with *Rugosa*.

But the wind didn't hold — at least, not for *Dragoon* or *Malabar IX*. For a local rain squall came along, missed *Yankee Girl*, but headed *Dragoon* and *Malabar IX* a good four points, and killed the wind. From then on it was a heartbreaking battle beating to the finish in light airs and sloppy seas, until finally, at 3:58:09 A.M., Thursday, we finally crossed the line, 25 minutes behind



Deuces Wild, a new Dawn "45" powered with twin-screw Kermath 85 h.p. motors giving 16 to 17 miles per hour. Owner — John La Gatta, New York.

DAWN CRUISERS have achieved distinction in their graceful contours, sturdy construction, staunch sea-going qualities. The 38-footer, the 45-footer and the 56-foot De Luxe model outwardly offer the utmost in beautiful design and sleekness. Inwardly they reveal new thoroughness of cruiser appointments, plan and fittings which promise glorious hours of restfulness — meet every test of travel. They are powered by Kermath engines to provide a full measure of dependability and abundant power.

The Dawn "38" sleeps six — is powered with the Kermath six-cylinder 65 h.p. model	The Dawn "45" accommodates six in addition to one paid hand. Powered with twin 65 h.p. Kermaths	The Dawn 56-footer, custom built to standardized design with twin-screw motor installation
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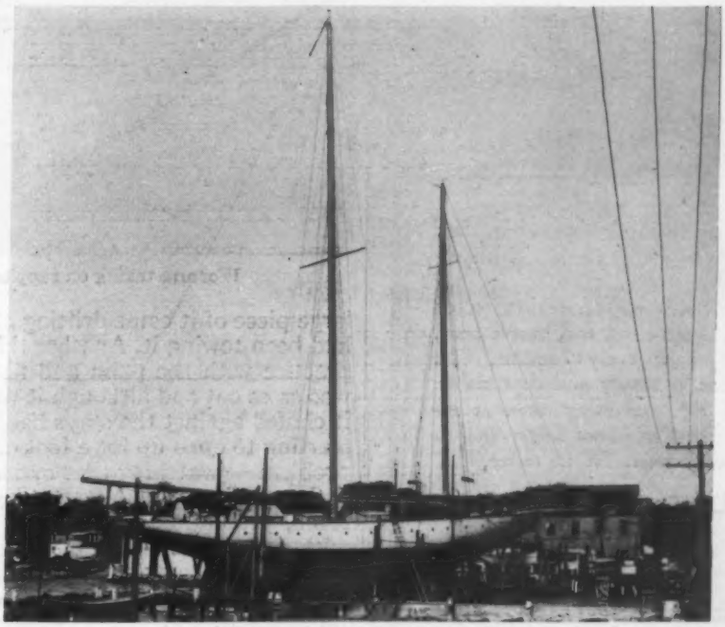

SCHOONER YACHT *INGOMAR*

In Trouble, Call New Bedford — Clifford 1986

STORE your yacht not in a congested but in a busy yard, where you can get her on a certain date. The answer, a turntable and superior Crandall equipment give a smaller fitting bill in the spring as a result.

Last fall we stopped booking shed storage early as we were jammed full. This year we have space for 50 or 60 additional yachts. We started reservations two months ago for this fall. Do not delay making your reservation.

Many of our customers came to us fourteen years ago at our old location. They are still with us at our new plant.

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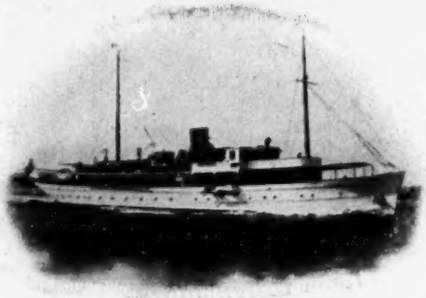
ROBADOR



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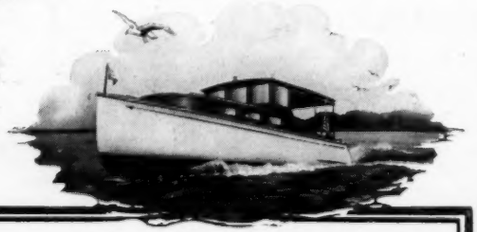
Richardson built is well built!



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Yet it is priced at $3585, and is operated at extremely slight expense. The Cruisabout folder, in full detail, will be sent at your request. Write today.

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Richardson MASTER Cruisabout 28'

Dragoon. *Yankee Girl* had not been affected by the squall, romping to the finish with a rap full on the port tack, some three hours ahead of *Dragoon*.

All this time *Teal*, out of sight of the leaders, was off to the eastward a bit. After wallowing around in the calm like the rest, she picked up the easterly and drove for the finish, and crossed in time to take second place away from *Malabar*. But not for long. For the little Class B schooner *Malay*, sailing a remarkably fine race, romped in an easy winner in her class and took second place in the whole fleet on corrected time.

It was a fine, close race, with moderate going all the way. No finer collection of cruising yachts ever went to Bermuda, or anywhere else. The losers are all quite sure they would have won but for a bit of bad luck, and are itching for another chance, while the winners are just as confident that they can turn the trick again. So it would not be surprising to see the present record of 23 finishers broken in the next race, in 1930. And what a long two years' wait that is going to be!

Honolulu Bound

(*Continued from page 46*)

of the big spinnaker parted and down it came with a bang. We used the old sail as much as the new one, and were about to vote it the best, when, on the 16th, again in the middle watch, the halliard parted, and the sail went overboard, dragging under the ship and breaking the spinnaker pole off as it was pulled back against the shrouds. We fished the boom successfully, but the good old sail was completely demolished. Several days later a

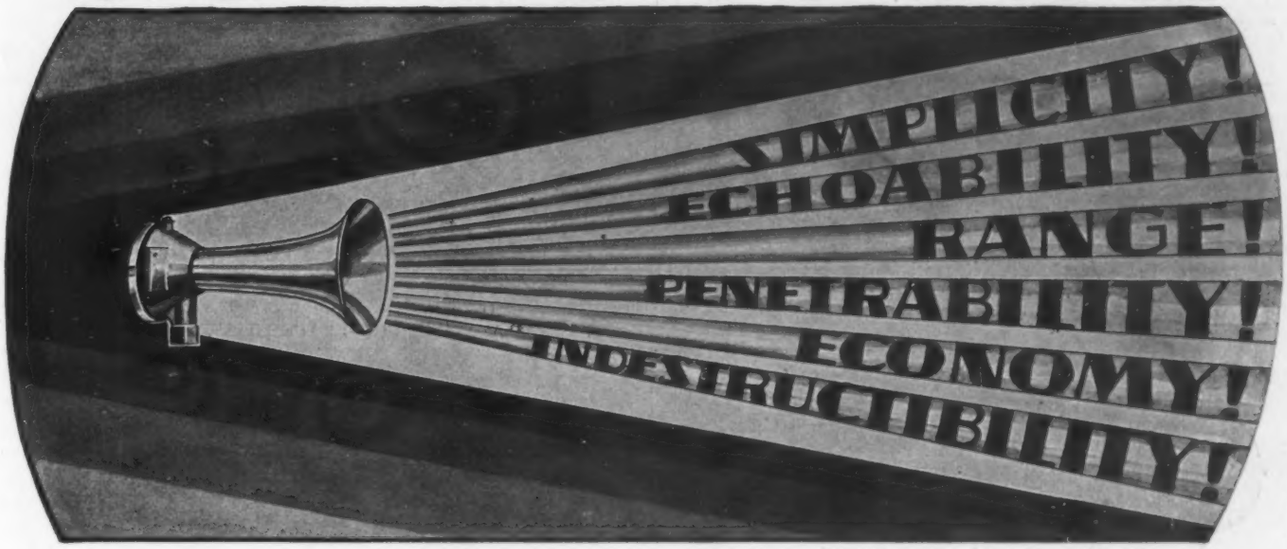
Wetona **taking on supplies before the start.**

large piece of it came drifting off the propeller, where we had been towing it. Another thing that helped to give us practice with the palm and needle was the mainsail. It was cross cut and although it was new, every seam where it chafed against the stays had to be sewed where it was starting to open up for a foot or two. It was a great little problem — watching that mainsail and wondering if that little opening would start to go, and run clear to the leach, yet hating to heave her to in order to sew it up, with such a fine breeze blowing.

One night as we were resetting a spinnaker, Ash, in a careless moment fell overboard. However, he attached himself pretty tightly to a line as he went over the side, and in a few moments we had him on board again. It would certainly have been difficult to go back and pick him up with all the light canvas set.

On the 19th, we navigators, after carefully checking our figures, declared ourselves. We stated definitely that land

CUNNINGHAM



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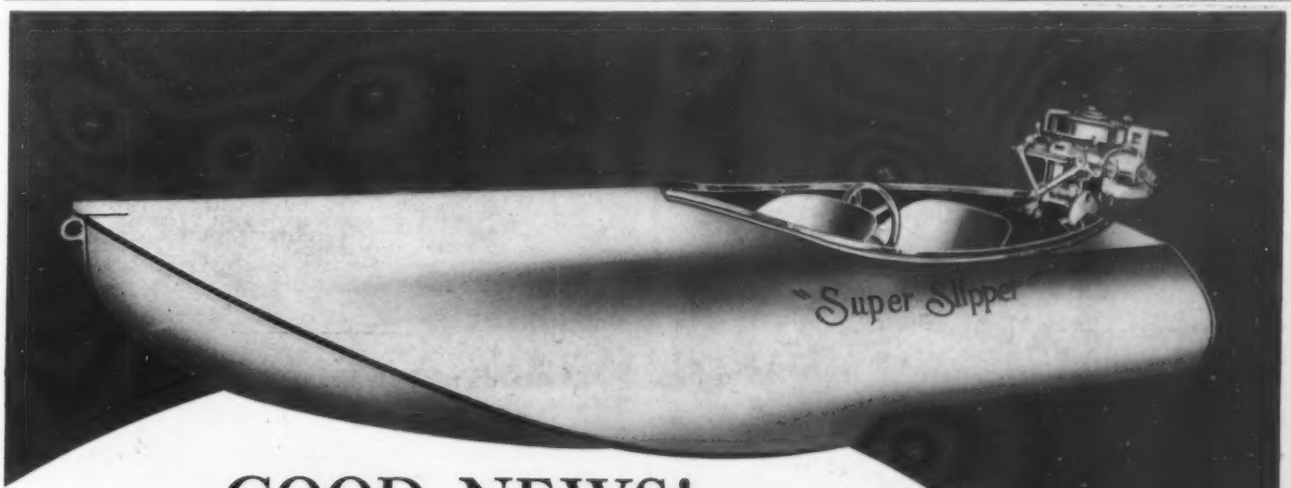


GOOD NEWS!

TO the hundreds of outboard enthusiasts throughout the country who have been impatiently waiting for Slipper boats it is good news that you can now have immediate delivery of this sensational speedster.

The Alloy Boat Corporation regrets the delay in the shipments of Slippers but with increased production facilities is now able to care for the tremendous demand this amazing craft has occasioned.

The year-ahead Slipper of patented design and construction, built of special light metal alloy with tubular reënforcements is the creation of the best engineering skill using the most modern scientific developments. Slipper Boats can't shrink, leak, warp nor absorb water. Flashing speed safely, easy riding, durability and performance beyond what you expect in an outboard make the Slipper supreme in water motoring. Order yours now and experience the exhilarating thrills of Slipper ownership. Complete details gladly sent upon request.

PRICES:

Super Slipper $245; Standard Slipper $195; Midget Slipper $98. F.O.B. Buffalo. Crating extra.

TELEGRAPHIC ORDERS SHIPPED IMMEDIATELY

***The* ALLOY BOAT CORP., 190 Elk Street, Buffalo, N. Y.** *Telephone* SEN. 8595

Protection
Plus Convenience!

DO you leave your boat unprotected or is it guarded by a New Model "B" Automatic Bilge Pump? Automatic or constant action as desired. Easy to install. Low current consumption. Height 10". Operates on a 6- or 12-volt battery.

PATENTS APPLIED FOR

HAND BILGE PUMP

The Oberdorfer Hand Bilge Pump is a mighty good thing to have on a smaller boat where current is not available. It is also used as an auxiliary to a motor-driven pump. Handle is detachable. *Send for information on complete line of Oberdorfer Pumps which include motor-driven outfits and circulating pumps.*

Send for Complete Bulletin

M. L. OBERDORFER BRASS CO.
2206 Thompson Road, Syracuse, N. Y.

Oberdorfer Pumps

For Summer Cruising
Exciting brushes at regattas — exhilarating tests of seamanship on longer reaches — snug stowage of gear at anchorage — these are times when equipment may make or mar the pleasure of summer cruising.
Tiebout Equipment stands the gaff — made to fit the requirements of all types of boats, and to withstand the hazards of all kinds of service.
Use Tiebout Hardware and Equipment in your boat and enjoy the delights of summer cruising

W. & J. TIEBOUT
118 Chambers St. New York City
171-D

would be sighted two points on the port bow the following morning — the island of Maui. All were impressed, but still a trifle skeptical, and the next morning after hurrying on deck, refused to acknowledge the cloud bank on the port bow as land. But about ten o'clock, it cleared a little and sure enough, there was Maui just where she should have been. We were closing in with the land rapidly, and by three in the afternoon were off Molokai, skirting the shore and heading for the channel and Diamond Head — the finish line. At 4.30 the tall white lighthouse on the Makanalua peninsula, the leper settlement, was abeam.

Just at dusk the most exciting event of the trip occurred. We sighted Oahu, our objective, and, simultaneously, a sail. Undoubtedly it was a yacht — we could tell that much, and also that she, too, must have had a little spinnaker trouble as she was not carrying one. Our hopes mounted — we were still in the race, then, if one of the larger boats was just ahead, and we even searched the horizon astern for competitors. The breeze freshened, and we were boiling along as we picked up Diamond Head Light, and the channel. At 9:30 Makapuu Light was close abeam, and we flashed our number. A few minutes later we were answered by the large searchlight at Diamond Head, which was illuminating the finish line and the yacht ahead of us. This was exciting. We had not expected to have company at the finish. Soon Diamond Head was abeam. A gun fired; the searchlight played on us and on the breaking surf rolling in on Waikiki. The race was over.

A tug took our line and put us alongside the dock reserved for the Transpacific yachts, where the *Teva*, *Pandora* and *Aafje* were already tied up, and our welcome to the island commenced. Friends, officials and visitors swarmed on board and congratulated us. We had just nosed the *Aafje* out of second place. *Teva* had won first place; *Pandora* was fourth. She had broken both her spreaders, repairing them at sea. The *Talayha* had lost her bowsprit the sixth day out when her whisker pole broke. The boat we had seen in the afternoon was the *Wetona*. Everyone had something unkind to say about spinnakers, but all had had a great sail.

Yacht	*Class*	*120 Meridian Time*	*Finish Honolulu Time*	*Elapsed Time*	*Corrected Time*	*Place*
		June	June	D. H. M. S.	D. H. M. S.	
Teva	"C"	3rd: 12:00:00	19th: 07:20:05	15:21:50:05	12:07:12:32	1st
Mollilou	"C"	4th: 11:00:00	20th: 23:15:00	16:14:45:00	12:19:58:26	2nd
Aafje	"C"	" " " "	20th: 02:05:00	16:16:35:00	13:03:10:15	3rd
Pandora	"B"	" " " "	18th: 22:47:00	15:13:17:00	13:04:17:16	4th
Talayha	"A"	" " " "	16th: 14:28:30	13:04:58:30	13:04:58:30	5th
Wetona	"B"	" " " "	20th: 22:35:00	17:13:05:00	14:22:04:15	6th

Civil Day figured from midnight to midnight.

Start of the Transatlantic Race

(*Continued from page 42*)

They went back to Lunenburg and Frank and George Baker, *Azara's* owners, went to the American Seamen's Union, which dug them up a crew of good deepwater sailing ship men.

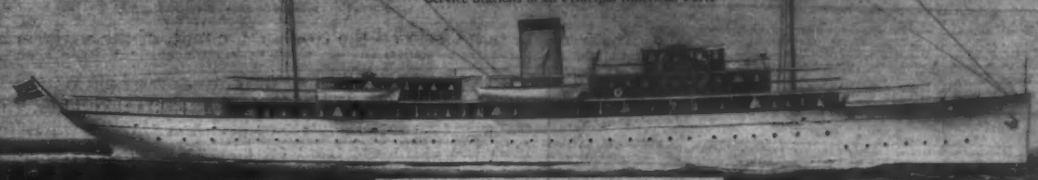
All but twelve of *Elena's* men jumped ship the night before the start. At midnight, after frantic searchings of the waterfront, *Elena's* mate showed up at the Atlantic Yacht Club, which took care of all the racers the night before they sailed, at the head of a parade of a dozen taxicabs bringing a new crew, which was hustled aboard. *Elena's* owner, W. B. Bell, and Captain John Barr kept a close watch over these, and took the precaution of anchoring a couple of miles offshore for the remainder of the night.

The results were reflected in the handling of the vessels at the start. *Zodiac* and *Guinivere* came for the line with their light canvas set and drawing, but *Elena's* crowd was milling around on deck trying to decide how to get a balloon jib up and *Atlantic* hadn't a stitch of light canvas

Electric Auxiliaries
are
Reliable-Convenient-Economical

THE auxiliary machinery of a yacht deserves the same careful consideration that is given the propelling equipment. Electric motor-driven auxiliaries are reliable, economical to maintain and operate, and they increase the pleasure of yachting.

Westinghouse Electric & Manufacturing Company
East Pittsburgh Pennsylvania
Sales Offices in all Principal American Cities
Service Stations in all Principal American Ports



The yacht Savarona whose auxiliaries are completely electrified by Westinghouse

Westinghouse

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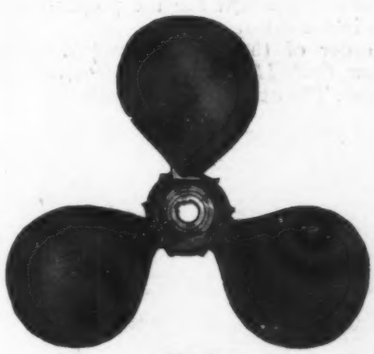
Hyde Automatic Feathering Propellers

remove the drag of solid wheels when the boat is under sail

Owners of auxiliary type boats should learn of the advantages of these propellers

Positive in operation. No hollow shafts or levers. No springs or cams. Guaranteed to drive ahead, feather and reverse without jamming. Will function perfectly in all positions.



WORKING

Our booklet describes additional products and contains valuable information. Write for it.

HYDE STUFFING BOX

Made of best bronze.

Babbitt lined.

Made of best materials and a stuffing box of highest quality.

FEATHERED

Hyde products are preferred by discriminating yachtsmen. Our reputation is built on performance.

Hyde turbine type propellers for speed and efficiency. Hyde no-weed propellers for weed infested waters. Hyde stuffing boxes, stern bearings and adjustable struts. Bronze and steel shafting, set screws, lag screws and hanger bolts.

HYDE WINDLASS COMPANY BATH, ME.

"You will be interested to know that Marblehead Anti-Fouling Green Bottom Paint has played an important part in the construction of our yachts. We have used these products for many years and the very fact that we continue to use them is the best proof that they have given us entire satisfaction." — John H. Wells, Inc.

"Only Bottom Paint used by the Star Boat Fleet of Newport, the largest Star Boat Fleet in the world." — Smith Bros. Marine Hardware Co., Balboa, California.

"We have used your Marblehead Anti-Fouling Bottom Paint on a great many of our large cruisers. This paint has given perfect satisfaction in every case."—The Matthews Co.

"We have, as you know, tried various kinds of bottom paint, but have been unable to find anything that will stand up as your paint does, under all conditions." — Geo. Lawley & Son Corp'n.

"We will use Marblehead Anti-Fouling Green Bottom Paint exclusively on all our Standard 1928 models." — Hacker Boat Co.

STEARNS-McKAY MANUFACTURING CO.
Marblehead, Mass., U. S. A.

Beautiful!
Keep Her So With

PLASTIC WOOD
[Reg. U. S. Pat. Off.]
Handles Like Putty — Hardens Into Wood

When time begins to tell, and fair wear and tear leaves its marks, use Plastic Wood for dents, gouges, holes, cracks, splinters, chips.

Our Engineering Service Dept. will study and answer any specific problems where Plastic Wood might be profitably used by owners or builders.

At Ship Chandlers, Hardware and Paint Stores
1 lb. can $1.00 ¼ lb. can 35 cts.
Addison-Leslie Co., 45 Bolivar St., Canton, Mass.

on her until long after the lightship had been left astern. *Azara* apparently hadn't any light sails anyhow — at least there were none in evidence when she faded out to the eastward, moving slowly under her baldheaded rig.

Elena carried the smallest afterguard of amateurs of them all, just Mr. and Mrs. Bell, their daughter, Helen D. Bell, and Miss Marion B. Walters.

On *Atlantic* were Mr. Lambert, Charles Francis Adams, senior and junior, Dr. Malvern B. Clopton and Lieut. Felix Johnson, U. S. N.

Azara's afterguard, which is bound around the world after leaving Spain, included the Baker brothers, Dr. G. A. Brown, David Whittemore, E. E. Griner, Edward Donnelly, Ted Rippingill, and Enrique Careaga.

Zodiac had Robert W. and J. Seward Johnson, William Dorman and Dr. Theodore Badger, while in *Guinivere* were her owner, Edgar Palmer, Godfrey Gundry, Dr. Charles Brown and the Duke de Santo Mauro.

New Bedford-New Haven-New London Auxiliary Race

(*Continued from page 69*)

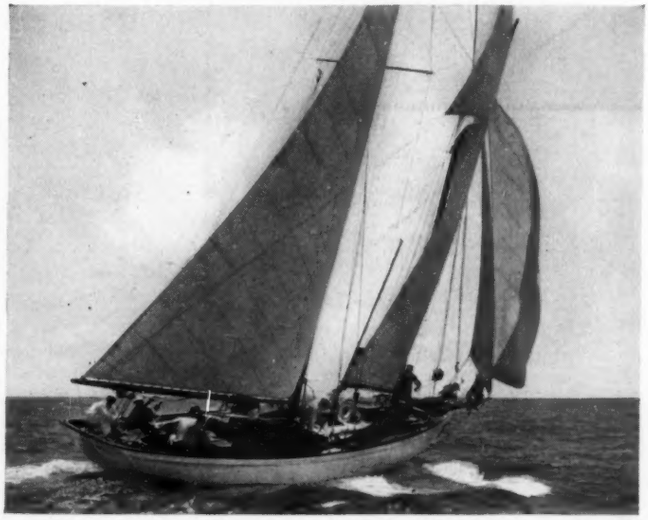
nation disclosed the trouble, the fault of the engineer and not the engine; a small water leak had trapped in the flywheel pan until the flywheel had sprayed water over the ignition (battery), short circuiting the works. This seemed simple to remedy until it was discovered that the angle of heel had allowed water to suck back into the cylinders from an exhaust system hitherto confidently believed to be fool proof. The cold water had broken all four plugs. To clear the cylinders, dry the ignition, replace the plugs and get started again consumed 30 precious minutes during which *Houqua* was being driven for all she was worth close-hauled against the strength of the ebb out of the Thames River. But it was too late. The crew of *Houqua* had to console themselves with the thought that they had got out of their boat all there was in her up to that last mile.

The painting of the clipper ship *Thermopylae*, by Frank Vining Smith, offered as first prize, now belongs to William P. Farnsworth who drove *Rumpus* to a well deserved victory. Her time was 23:59:02.

This is one of the few auxiliary races on record in which most of the finishers had gasoline left at the end of the race. Weather conditions favored the hull whose speed under sail and power together could be increased over maximum speed under sail alone. Noteworthy, also, was the absence of engine trouble. Practically every boat had the use of its power when it was needed.

The absence of criticism of the method of handicapping encourages the committee to believe that both sail and gasoline handicaps based on hull displacement are the proper basis for handling auxiliary races in the future.

Following was the order of the finish: *Rumpus, Vagrant, Pennesseewassee, Naushon, Onda II, Rondinella, Houqua, Yankee, Edna, Youth, Black Squall.* The others did not finish.



Malay **taking the kites off after the finish of the Bermuda Race.**

The FAYBOW "Middy"

THE ARISTOCRAT OF OUTBOARD CRAFT

Well named "The Aristocrat of Outboard Craft." This smart-lined model has much the same appearance as the finest high priced runabouts in the water. Its beautifully finished solid mahogany hull, with highly polished cast brass fittings, makes a wonderful impression.

You can get real speed out of the Faybow "Middy" — easily 27 miles an hour, with suitable size outboard motor of any make. And you can turn it about in a boat's length at full speed. It is unusually seaworthy and dry. Just the craft for a yacht tender, runabout or a junior speed boat. Solidly built for long, economical service. Length 16 feet, beam 52 inches, draft 5 inches.

Write for Special Bulletin illustrated in color

DISTRIBUTORS

This will be a big outboard motor boat year. The **Faybow "Middy"** *will sell fast and give satisfaction. Write for our Territorial Sales Proposition.*

FAY & BOWEN ENGINE COMPANY, 102 Lake Street, Geneva, N. Y., U. S. A.

FAYBOW

MARINE ENGINES AND POWER BOATS

The Fastest Type of Boat Afloat

The Barnegat Bay, Class E sloop, Inland Lake Scow type—
Designed and built by Jones & La Borde Co.

Length over all 28 feet, Beam 6 feet 6 inches, Draft with boards up 5 inches. Sail area 285 square feet exclusive of spinnaker.

For prices and delivery write

JONES & LA BORDE CO.
OSHKOSH, WISCONSIN

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BRUNSWICK-KROESCHELL REFRIGERATION

Over 2,500 on the Seas

BRUNSWICK-KROESCHELL with over thirty years of successful application to marine refrigeration, has met every exacting demand found in marine service.

There is an economical size and type of Brunswick-Kroeschell unit for every marine refrigerating requirement — with the choice of either the ammonia or carbon dioxide systems.

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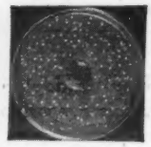
BRUNSWICK-KROESCHELL COMPANY
Refrigerating & Ice Making Machinery
NEW BRUNSWICK, N.J. - CHICAGO, ILL.



Science put actual mouth conditions under the microscope. White spots denote millions of disease germs which swarm the air you breathe.

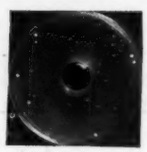
Not so well!

Up today and down tomorrow. An unfortunate victim of the seasonal ills—sore throat in the winter, a touch of grippe in the spring, an insistent cold in the summer. And deserving of as much consideration as any ill—an unpleasant breath.

If you would avoid these throat ills that drag a man down, just remember: They come out of the air. For every breath you take is teeming with millions of disease germs patiently waiting to get into the warm moist tissues of the mouth and throat.

And when neglected, dread bacteria cause such troubles as raw, sore throat, inflammation, cold and worse. But thankfully they reveal their presence. One way is bad breath. This fact alone makes bad breath the cause of more than embarrassment.

A microscopic view of same culture plate after application of Forhan's Antiseptic Refreshant. See how few germs remain. Danger has been removed.



Feeling Great!

Now every day, week and month you can protect your health, pleasantly and easily. You can ward off sore throat, cold and such insidious troubles as bad breath and taste.

Every morning, every night use Forhan's Antiseptic Refreshant as a mouthwash—as a gargle when necessary. Try it and you'll agree there's nothing better.

This wonderful antiseptic mouthwash was proved in the searching crucible of the laboratory. In competition with popular mouthwashes it was judged a success. Quickly it removes the cause of throat and mouth infection and so helps to relieve soreness, cold, inflammation and bad breath. It works! (Of course, trouble caused by focal infection is work for dentist or physician.)

Now use Forhan's Antiseptic Refreshant. Refreshing, clean in taste and effective. No telltale odor to advertise its presence. Get a bottle from your druggist, 35c and 60c.

bad
Breath
IS BAD NEWS

use
Forhan's
ANTISEPTIC REFRESHANT

Universal Service in Philadelphia

The Universal Service Motors Co., of Philadelphia, which has provided Philadelphians for the past nine years with efficient automobile service, has now opened a large display room, at the northeast corner of Broad and Wood Streets. David S. Bechtel, well known in boating circles, is manager of the boat division.

There is a permanent exhibit of American Car & Foundry boats, featuring especially the new 41-foot cruiser, and the much talked of 30-foot cruiser. The Dodge boats are another feature, the latest 20- and 26-foot boats, and the half-planked model, showing the construction, being displayed. The Wheeler Playmate is on exhibit, as well as the Keystone Collegiate, and there are outboard boats, yacht tenders, canoes, Barnegat Sneak Boxes, and other popular boats and accessories.

"Jerry" White Joins Fairchild Corporation

Gerald T. White, better known among yachtsmen as "Jerry," will join the Small Boats Division of the Fairchild Airplane Manufacturing Corp. on September 1st. Coöperating with Fairchild engineers, who are responsible for the design and development of the Fairchild Aero, placed on the market this spring, Mr. White will supervise engineering and production activity on the Aero boat, as well as devote a considerable portion of his time to a new line of family boats which the Fairchild Corporation plans to market this spring. The response to the introduction of the Fairchild Aero in May of this year as a stock boat has been little short of phenomenal, and the Fairchild Company determined to expand its activities in the boat field with a number of fast family boats and an outboard cruiser for the 1929 season. Mr. White brings to the new Fairchild venture in the small boat field a wealth of ideas and experience.

During the past eight years as editor of the "Rudder," Jerry White was responsible for many popular How-to-Build plans for small cruisers and many successful 151-hydroplanes, and such famous outboards as the Linday and Skipaway type. It is also conceded that much of the success of the 151 Class of hydroplanes is due to Mr. White's untiring efforts to promote the class, and to his own activity in designing and building boats to it.

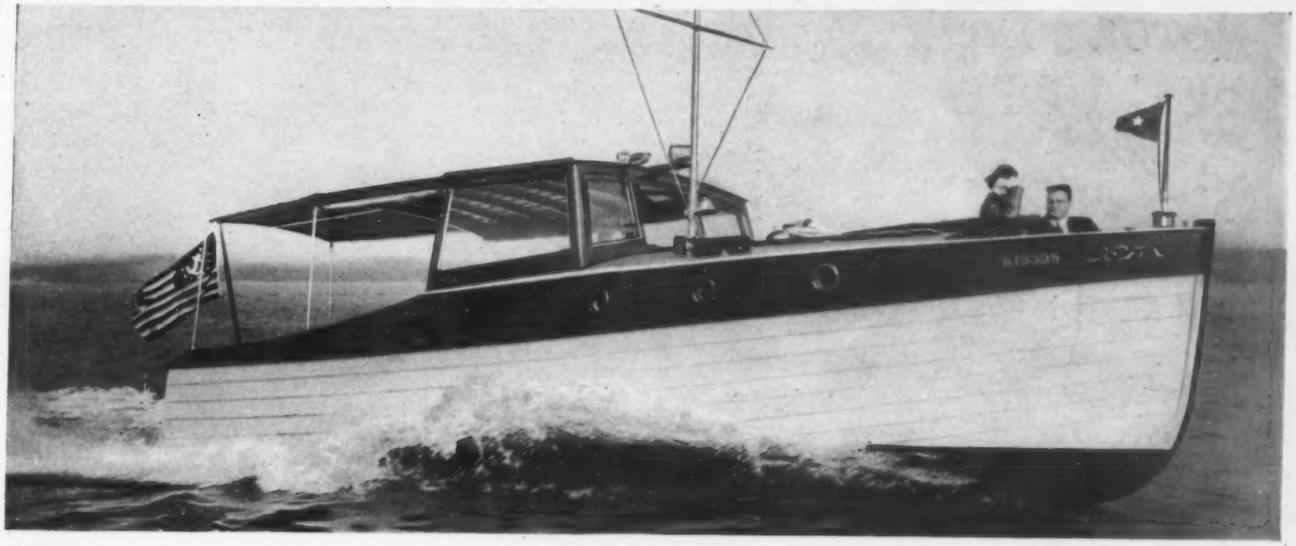
As an old-time racing driver, confirmed follower of all kinds of speed boat racing, and a well known racing official, he is particularly well qualified to carry on the activities of the Fairchild Corporation in the small boats field which were inaugurated so auspiciously with the introduction of the Fairchild Aero.

The Open Door to Open Water

This is the title of a rather neat brochure recently issued by Walter H. Moreton Corp., 1033 Commonwealth Ave., Boston. The booklet presents facts that go far to help the prospective boat owner determine the type of boat he desires.

Matthews cruisers, Hacker runabouts, Sea Sleds and Baby Whales and several makes of engines are handled by the Walter H. Moreton Corp., whose show rooms constitute a permanent boat show in themselves.

World's Fastest Stock Cruiser



Banfield "32"

BANFIELD SEA SKIFF WORKS INC., 277 PARK AVENUE BUILDING (ENTRANCE 502 LEXINGTON AVENUE) NEW YORK CITY

"New Jersey"

Marine Paints & Varnishes

Copper Paint
Yacht White
Ship & Deck Paint
Spar Varnish
Copper Bronze

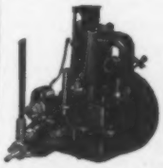
For Bottoms, "*New Jersey*" Copper Paint Red, Brown or Green. For above the waterline, "*New Jersey*" Yacht White will stand washing and scrubbing. "*New Jersey*" Spar Varnish will not turn white and holds its gloss.

Write for Booklet, "Davy Jones' Locker," About Paints and How to Use Them

Sold by Dealers in Marine Hardware and Boat Supplies

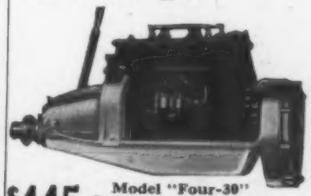
NEW JERSEY PAINT WORKS
HARRY LOUDERBOUGH, INC.
WAYNE & FREEMONT STREETS JERSEY CITY, N. J., U. S. A.

Good Motors Priced LOWER



$116 F. O. B. Detroit

Five H.P. 4 cycle. Smoothest running Single. Is also made in two cyl., 10 H.P.



$445 F. O. B. Detroit

Model "Four-30" Smooth, powerful "Four" — compact — easily installed. All parts accessible. Also built in 20, 50 and 75 H.P. sizes.

$595 F. O. B. Detroit

Model "Six-40" First choice for 1928 of America's four largest builders of Cruisers up to 30 feet in length. Extremely free from vibration. Also built in 60, 72 and 90 H.P. sizes.

WE show here just three examples of the great values Gray gives. The complete Gray line consists of:

Singles—Doubles
Four Powerful "Fours"
Four Smooth "Sixes"
and a Remarkable New
115 H. P. "Eight"

Power ranges from 5 to 115 H. P. So no matter what size craft you wish to power, or whether your requirement is medium heavy duty or high speed, you will find just what you want in the good Gray line at a real saving over what you have expected to pay.

All Gray 4, 6 and 8 cylinder engines have latest tried and proven features of design.

In selecting a Gray you are following the judgment of America's four leading builders of fine Cruisers up to 30 feet in length. Gray Motors are known and used the world over, and "Everybody has a good word for Gray."

Write for Catalog

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656 Canton Ave.
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Second Annual

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MOTOR BOAT
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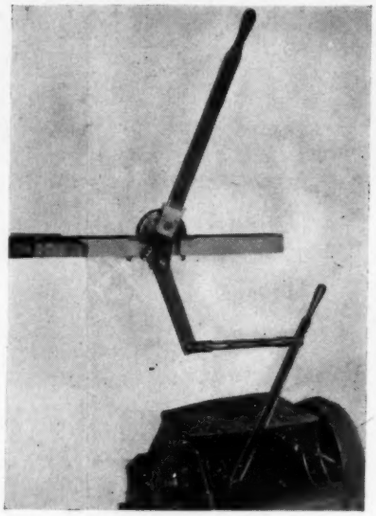
The De Luxe Event of the Season
in Yachting and Boating
Write for Particulars
and Entry Blanks

NARRAGANSETT BAY
REGATTA ASSOCIATION
Incorporated
NEWPORT, RHODE ISLAND

Herbst Boats Are Consistently Winners

The outboard motor boats manufactured by the Herbst Boat Co., of Wilmington, N. C., continue to pile up victories wherever raced. Several weeks ago Norfolk held its first 1928 regatta and the Herbst Boat *Rubber Baby* and *Rasputin* (also a Herbst boat) each won two events. *Rubber Baby* won in Class B and the Class B Free-for-all, while *Rasputin* cleaned up in Class C and the Free-for-all in the same class.



A new deck reverse control perfected by Peirce & Kilburn.

A New Deck Control

Peirce & Kilburn, Inc., New Bedford, Mass., have recently perfected a new deck control known as the Natural Direction Deck Control. The manufacturers claim many advantages for it and the installation is very simple. The control consists of a water-tight bronze housing fitted securely to the deck and a 30" or 36" handle, which operates directly on the reverse gear handle.

The illustration shows very clearly the manner in which the device operates.

Pnumaticraft Has Many Uses

Increasing interest is shown by yacht owners in the value of inflatable boats as emergency and general utility equipment. A number of yachts entered in the Bermuda and Spanish races were equipped with Pnumaticraft, made by the Pneumatic Boat Corp. of Newark, N. J. This firm reports a remarkable increase in both domestic and foreign sales of Pnumaticraft. Orders from many remote points have been received during the present season.

The increase in business has compelled removal of the company to larger quarters at 122 Branford Place, Newark, N. J., where it now has a splendid salesroom and adequate facilities for large production.

Arrangements are now being made to supply the Byrd Antarctic Expedition with two of the standard 10½-foot boats, which are large enough to carry six men comfortably, as well as with two larger boats of special design. Commander Byrd was especially interested in Pnumaticraft because although it is ample in size, and has the lines of a real boat, it can be quickly inflated, is light in weight, and stows into very small space.

MOSSE
LINENS

YACHT BLANKETS
THAT MAKE EVERY
PORT LIKE HOME

Blankets with the softness you love to touch. A delicate pattern of gulls and curling waves done in exquisite colors subdued with the fleeciness of pure Australian wool. Extremely light weight yet warm enough for every season. Made in Holland in Sea Green, White and Lavender combination or Light Blue, Tan and White. Priced at $17.50

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JANUARY, 1928
Issue of
YACHTING

Book Department
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25 West 43rd Street
NEW YORK

Lockwood "Chief" Wins at St. Louis

At the annual Mississippi Valley Regatta, held at St. Louis, boats powered with the Lockwood "Chief" took first and second place in Class B, the fastest heat being at 30.21 m.p.h. Julius Herbst, of Wilmington, N. C., driving *Rubber Baby*, won first place, while a Fairchild Aero took second honors.

In the Peoria-St. Louis Marathon, held July 1st, Don W. King, driving *Flaming Youth*, built by Hooton and powered with a Lockwood "Chief," was the winner in Class B. His time for the distance of 202½ miles was 7:21:20. Second and third place in this class went to Hooton boats powered with the Lockwood "Chief."

Chris-Craft Announces New Sales Plan

Chris Smith and Sons Boat Co., Algonac, Mich., have perfected a plan whereby any of their famous line of fast runabouts may be purchased on a deferred payment plan. This plan calls for a minimum down payment of 40 per cent of the list price of the Chris-Craft purchased, the balance payable in 12 equal monthly instalments. It is also announced that Jay B. Cothran has been appointed manager of the New York branch of the Chris Smith & Sons Boat Co.

Islander Equipped with Luders Sails

The importance of correctly fitting sails for racing cannot be exaggerated. "The proof of the pudding," 'tis said, "is in the eating." Captain Harry Pidgeon's famous *Islander*, the boat in which he circumnavigated the globe and the winner in the smallest class of this year's Bermuda Race, was equipped with a new suit of sails made by the sail department of the Luders Marine Construction Co., Stamford, Conn.

For several years this well known manufacturer of deluxe pleasure craft has maintained a completely equipped sail department, under the extremely competent supervision of Mr. Asa A. Hathaway, sail maker for 28 years for Herreshoff in the days of the famous Herreshoff Cup Defenders. It has been the privilege of Luders' sail department to furnish winning canvas for a great many famous boats.

New Outboard Boat Fittings

The National Marine Lamp Co., Forestville, Conn., has brought out a new line of electric lights and fittings for use on outboard motor boats.

Several electric stern flagpole lights and fixtures with holophane or fresnel lenses, combined electric light bitt lights and post lights, as well as electric water tight fittings, are all described in an illustrated folder which may be had direct from the National Marine Lamp Co.

W. & J. Tiebout Handle Oil Jak

W. & J. Tiebout, 118 Chambers St., New York, have been appointed exclusive sales distributors for the new approved Oil Jak. This precision lifting tool is designed and built to perform efficiently over a long period of years under the hardest service conditions. The distributors will gladly send descriptive material.

Ask your ownly face—

and

—Let your face decide

USE BARBASOL ON ONE SIDE—ANY SHAVING SOAP ON THE OTHER

FRIEND Face is the great judge, after all, as to what is best for shaving. Soapy suds may be *your* idea . . . but your *Face* may want to know our *cooler, cleaner, smoother, faster* BARBASOL.

Why not let your face decide?

Make This 3-day Test

Apply any shaving soap in the usual way — hot water, brush, rub-in, hot towels, more soap, more brush, more lathering, all the fuss and muss that Soap & Co. call for — *but only on one-half of your face.*

Now wet down *the other side* with hot water or cold. Then spread on a film of creamy, cooling Barbasol. No brush. No lathering. No rub-in. Only this:

1—Wash the face (and leave it wet)
2—Spread on Barbasol (but don't rub in)
3—Shave!

Do this three shaving days. And then —

Just listen to your face!

"Always use Barbasol on me! I never felt those whiskers slipping off. No pull and no burn or after-sting or smart. I feel all fresh and cool and soft, with the natural oils left right in the skin, because Barbasol is 100% beard softener; no air bubbles. And you just watch and see every Barbasol shave lasts longer"!

Do it now. Before you go on vacation. Barbasol saves space and worry — no brush, no mug, to pack around and lose. Just Barbasol and razor, and yo ho! for the big woods, big lakes, open road, open sea, or fairways.

And by the way—B.S.F.

Have you heard about this grand new pick-up for the tired skin — Barbasol Skin Freshener? Try it. After shaving, after bathing, any time. Refreshing, stimulating, soothing . . . men like it, women love it! Big handsome bottle of Barbasol Skin Freshener, 65c. Big he-man tube of Barbasol 35c and 65c. At all druggists.

THE BARBASOL COMPANY
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Barbasol
For Modern Shaving